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Registered Optometrist by Canadian Govt. Exam.
(Personal Attention).

No. 21,994 號肆拾玖百玖仟壹萬式第 日壹初月式拾辰戊 HONG KONG, FRIDAY, JANUARY 11th, 1929. 伍拜禮 日壹拾八壹年九廿百九仟壹英 PRICE: $3 PER MONTH

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

UP TRAINS

STATIONS	No. 2 A.M.	No. 6 A.M.	O No. 10 A.M.	O No. 14 A.M.	No. 8 A.M.	No. 12 A.M.	No. 14 NOON	E No. 16 P.M.	No. 18 P.M.	O No. 16 P.M.	E No. 22 P.M.	No. 24 P.M.	No. 26 P.M.	No. 28 P.M.
			*	*							*			
Kowloon..Dep.	6.40	8.05	8.30	9.08	9.15	10.00	12.10	1.15	2.25	2.33	2.45	4.37	5.40	7.36
Yaumati..Dep.	6.49	—	—	—	9.25	10.06	12.19	1.23	—	2.41	—	4.38	5.48	7.44
Shatin ..Dep.	7.01	—	—	—	9.38	10.20	12.30	1.33	—	2.53	—	4.50	6.00	7.56
Taipo ..Dep.	7.15	—	—	—	9 53	10.33	12.43	1.48	—	3.06	—	5.04	6.13	8.09
Taipo Market..Dep.	7.20	—	—	—	9.48	10.37	12.47	1.52	—	3.10	—	5.08	6.17	8.13
Fanling ..Dep.	7.30	—	—	—	10.10	10.47	12.57	2.02	—	3.20	—	5.18	6.27	8.23
Shenzhui ..Dep.	7.35	—	9.07	9.45	10.15	10.53	1.02	2.07	—	3.25	3.34	5.23	6.32	8.27
Shumchun ..Arr.	7.41	8.45	9.13	9.51	10.21	10.58	1.08	2.13	3.05	3.31	3.30	5.29	6.38	8.33
Canton ..Arr.	—	12.05	—	—	5.48	—	—	—	6.20	—	—	—	—	—

DOWN TRAINS

STATIONS	No. 1 A.M.	No. 3 A.M.	O No. 11 A.M.	No. 7 A.M.	No. 5 A.M.	No. 15 A.M.	No. 17 P.M.	No. 19 P.M.	No. 21 P.M.	O No. 23 P.M.	No. 25 P.M.	E No. 27 P.M.
			*							*		*
Canton ..Dep.	—	—	—	—	8.10	—	—	—	—	—	3.25	—
Shumchun ..Dep.	7.18	8.05	10.01	10.35	11.27	11.48	3.08	4.39	5.47	6.18	6.40	8.50
Shumgshui ..Dep.	7.25	8.13	—	10.43	—	11.55	3.15	4.46	5.54	6.25	—	8.57
Fanling ..Dep.	7.30	8.16	—	10.47	—	12.00	3.20	4.50	5.58	—	—	—
Taipo Market..Dep.	7.40	8.26	—	10.57	—	12.11	3.31	5.00	6.08	—	—	—
Taipo ..Dep.	7.44	8.31	10.34	11.01	—	12.16	3.36	5.04	6.12	—	—	—
Shatin ..Dep.	7.57	8.44	—	11.14	—	12.30	3.49	5.17	6.26	—	—	—
Yaumati ..Dep.	8.11	8.56	—	11.26	—	12.43	4.01	5.29	6.38	—	—	—
Kowloon ..Arr.	8.17	9.02	11.00	11.32	12.07	12.49	4.07	5.35	6.44	7.00	7.20	7.32

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LONDON STREETS WRECKED BY EXPLOSIONS.

FULL DETAILS OF RECENT DISASTER.

SEVENTEEN PEOPLE HURT, AND £200,000 DAMAGE.

VOLCANOES OF BLAZING GAS FROM SHATTERED MAINS.

A copy to hand of the *Daily Express* of December 21st describes in full the great gas explosions in London briefly described at the time by Reuter:—

London experienced yesterday an unparalleled catastrophe—a series of explosions in a great forty-eight-inch gas main which blew up half a mile of roadway, caused injuries to seventeen people, and left a scene of desolation that reminded every one of the effects of a highly successful air raid.

Early this morning a large area was a danger zone, guarded by cordons of police. No one was allowed to strike a match, and men in gas-masks worked furiously to repair the damage. Firemen in gas-masks, with fire-hoses run out, stood by in readiness for any fresh explosion.

Four hundred families living in the danger zone were warned by the police to seek accommodation elsewhere for the night as an emergency precaution.

Extra police were rushed to the scene from outlying divisions. Five hundred police came in taxicabs and motor-lorries from North London divisions, including large drafts from Tottenham, Kentish Town, and Stamford Hill.

Affected Area.

The line of upheaval was from St. Giles' Circus, the centre of the trouble, just outside the Princes Theatre, eastward along Broad Street and High Holborn to Kingsway, and westward along High Street, Holborn, to the junction of Tottenham Court Road and Oxford Street.

The roadway along this line after the series of explosions looked as if miniature volcanoes had been belching forth concrete. Chasms many feet deep appeared here and there. Flames shot forth, and continued to burn in places throughout the day.

Two tremendous upheavals took place, one at a few minutes past 8 a.m. and the other shortly after midday. Late at night there was another explosion in a hairdresser's shop in Endell Street.

Part of the door and window of the shop was blown out and two workmen in the street were thrown to the ground. Nobody inside the shop was seriously injured, although glass and pieces of porcelain were thrown in every direction.

No Smoking.

Late last night the peril from the escaping gas still continued, and it may continue for some time. A veto was placed on smoking in the vicinity of the danger zone. Warning notices, "No smoking, please," were chalked up in every street near the scene of the explosion. "Put that cigarette out," was a police order heard frequently.

Passengers in Central London tube trains were warned at Holborn, British Museum, and Tottenham Court Road Stations that smoking was forbidden.

A large track of roadway about fifty yards west of Holborn Restaurant began to swell last night, and the movement spread until it looked as if a giant snake was creeping beneath the paving blocks.

The scene in the explosion zone when night fell was of the weirdest possible description. The great light standards which stand in the centre of New Oxford Street were extinguished, and the famous shopping centre from Kingsway to Tottenham Court Road was in almost total darkness. The only light came from the electric lamps in some of the shop windows.

The whole of the explosion area was roped off, and no vehicular traffic was allowed to pass along New Oxford Street.

Pneumatic Drills.

Men with pneumatic drills began tearing up the whole of High Holborn from Bloomsbury Street to Kingsway. Employees of the Gas Light and Coke Company, in gas masks, were in attendance. A fire engine cruised through the area ceaselessly all the evening, ready to deal with any fresh explosion. Enormous crowds watched the night operations for the repair of the damaged mains.

Each hole in the road, as it was drilled, was filled with water. One spark might have caused an explosion.

At several points the broken mains were still blazing furiously late last night. In places the flames shot up twenty feet. No attempt was made to extinguish the flames. It was safer to let the gas burn itself away.

A fierce furnace raged all through the night twenty feet below the surface near St. Giles' Church. It was feared that at any moment the flames would reach the cellars of shops and houses.

At two o'clock this morning there were ten separate jets of flame rising from the subterranean furnace and threatening the buildings.

Firemen stood by throughout the night with hose pipes ready.

Hundreds Homeless.

In addition to the hundreds of people rendered homeless, others have gone to stay with friends, rather than face the prospect of Christmas without a fire. Women and children carrying bedding and sheets were seen going through the streets last night.

A double cordon of police was on duty at midnight round the Princes Theatre, which was the centre point of the gas escape.

Waves of gas were coming from the broken pavement in the torn roadway. All traffic was turned back a hundred yards from the area. The pavement throughout the zone undulated as any one moved along. Ambulance sections were on duty within call of the "danger area" in case of necessity.

Shops round the Princes Theatre—including one public house—were closed early in the evening by the orders of the police.

"People have asked us why we don't stop the central gas mains," said an official of the Gas Light and Coke Company to a *Daily Express* representative. "The reason is that we dare not do it at present. If we did a collection of what is called foul gas in the mains would probably cause a bigger explosion than has yet occurred. It is necessary for us to cut off one by one all the tributary mains."

In eight different streets round the scene of the explosions the road was dug up last night in order to uncover gas mains by gangs of workmen.

Electric Spark.

A spark from an electric air generating plant which ignited an escape of gas is believed by experts to have been the cause of the explosions.

The full extent of the damage cannot yet be estimated, but it is certain that the cost of the road repairs alone will amount to £50,000. This will be only a fraction of the total cost of the disaster, for it has been found that—

One gas main, varying in diameter from 24 to 48 inches, has been blown up.

Three of the safety valves of the gas main have been destroyed.

A 15-inch water main has disappeared.

No one can yet foreshadow all the possible consequences of the disaster, but an official of the Holborn Borough Council said to a *Daily Express* representative that there will be a danger of minor explosions for weeks to come.

Householders and shopkeepers in the area affected have sustained losses running into many thousands of pounds, and when all the claims, including those for compensation, are met, the total loss is not likely to be less than £200,000.

(*Continueed on Page 3*).

Diary of Coming Events.

To-day
(January 11th.)

Christian Fellowship Meeting, Helena May Institute, 10.30 a.m.
Extraordinary General Meeting, Kowloon Cricket Club, Club House, 6 p.m.
H.K. Football Referees Association Meeting, Scandel Point, 6 p.m.
The Macdona Players, "Mrs. Warren's Profession," Theatre Royal, 9.15 p.m.
Queen's Theatre: "The Way of all Flesh."
World Theatre: "On Your Toes."
Star Theatre: "Safety Last."
Tea Dances: H.K. Hotel and Peninsula Hotel, 4.30 p.m.; King Edward Hotel, 5 p.m.
European Mail:—Inward: Europe *vid* Siberia (Atsuta Maru).

Saturday.
(January 12th.)

Royal H.K. Yacht Club Regatta of 1st Championship Race for I, Y and G Classes.
"The Birth of a Flower," World Theatre, 11.30 a.m.
Cricket:—First Division: Royal Navy *v.* Kowloon, Craigengower *v.* Hong Kong, Civil Service *v.* I.R.C., University *v.* R.A. (F).
Hong Kong, Civil Service *v.* I.R.C. Second Division: University *v.* Recreio, Civil Service *v.* I.R.C., Hong Kong *v.* Craigengower, Kowloon *v.* Police, Hong Kong Electric *v.* R.A.S.C.
Football League: First Division: Queen's *v.* Kowloon, Small Units *v.* Athletic, Police *v.* South China, 1.40 p.m.
Football:—H.K.F.A. Shield Competition:—Senior Division: Navy *v.* K.O.S.B., 2.30 p.m.; Recreio *v.* H.K.F.C., 4 p.m. Junior Division: R.A. *v.* South China "B," Athletic "B" *v.* Recreio, South China "A" *v.* Queen's, Athletic "A" *v.* K.O.S.B., Police *v.* Kowloon, 2.30 p.m.
The Macdona Players, "Mrs. Warren's Profession," Theatre Royal, 9.15 p.m.
Queen's Theatre: "The Way of all Flesh."
World Theatre: "On Your Toes."
Star Theatre: "Safety Last."
Tea Dances: H.K. Hotel and Peninsular Hotel, 4.30 p.m.
Dinner Dances: King Edward Hotel and Lane, Crawford's Restaurant, 8 p.m.; Peninsula Hotel Carnival, 8.30 p.m.
European Mail:—Outward: Europe *vid* Marseilles (Atsuta Maru), 9.30 a.m.; Europe *vid* Siberia (Kanchow), 9 a.m.

Sunday.
(January 13th.)

1st Sunday after Epiphany.
Fanling Hunt: Point to Point, January Cup.
Queen's Theatre: "Buttons."
World Theatre: "Ben Hur."
Star Theatre: "The Humming Bird."
European Mail:—Inward: Europe *vid* Negapatam (Tilawa).

Monday.
(January 14th.)

R.H.K. Yacht Club 5th Ladies' Championship Race.
Sale of Crown Land: Kowloon Inland Lots Nos. 2165 and 2166, 3 p.m.
Congregation for Conferring of Degrees H.K. University, 5 p.m.
Queen's Theatre: "Buttons."
World Theatre: "Ben Hur."
Star Theatre: "The Humming Bird."
Tea Dances: H.K. Hotel and Peninsula Hotel, 4.30 p.m.; King Edward Hotel, 5 p.m.
European Mails:—Inward: London *vid* Straits, parcels (Ningchow).

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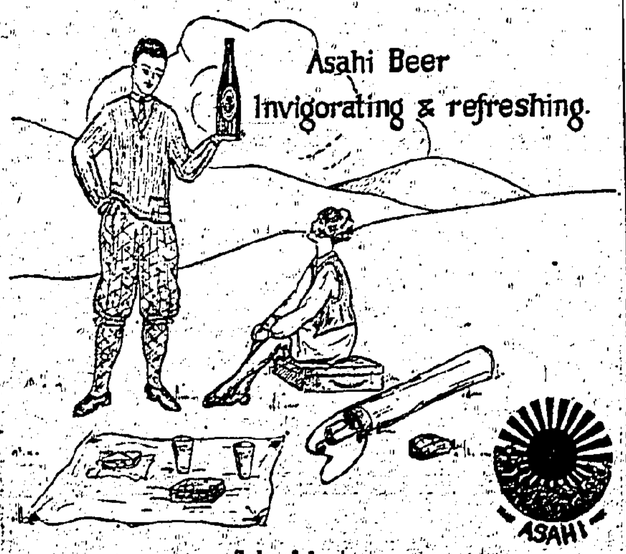
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HONG KONG.

Money and Markets

HONG KONG MARKET REPORTS.

Quotations at yesterday's local market for rice, sugar and other foodstuffs were as follow:—

Rice.	Per Picul.
Red Horse	$7.53
Green Seal	7.18
Red Kam Au	6.82
Star	6.76
Green Seal Brand	3.38
Blue Bell White	8.92
Red Pearl White	8.06
Blue Seal Brewer	6.53
Green Seal Old	6.55
Red Seal White Glutinous	7.46
No. 2 White Broken	5.92
Green Seal Glutinous	7.19
Red Seal White Brewer	6.64

Sugar.	Per Picul.
No. 18 coarse powdered	$7.38
No. 20 coarse powdered	7.83
No. 24 coarse powdered	7.78

Miscellaneous.	Per Picul.
Newchang Red Bean	$7.10
Sai Sing Yellow Bean	7.60
White Grapes	35.00

CANTON COTTON YARN REPORTS.

LATEST QUOTATIONS.

CANTON, Jan. 9th.

		Per Bale.
No. 42	Five Sons	$556
	Fui Hee	520
	Butterfly	524
No. 32	Pine Deer	478
	Double Horse	456
	Tin Koon	474
No. 20	City of Gold	324
	Globe	319
	Good Harvest	314
	Double Horse	314
	Tin Koon	320
	Double Elephant	320
	Tram Car	308
	Shepherd	303
	Three Stars	308
	Fui Kwai	315
No. 16	Globe	295
	Fui Kwai	294
No. 12	City of Gold	285
	Peacock	284
	Fui Kwai	277
	Tram Car	274
	Aeroplane	274
No. 10	Sailing Vessel	259
	City of Gold	256
	Peacock	260
	Lotus Bee	247
	Tai Fat	235
No. 6	Lion	208
	Lion No. 2	205

CANTON MARKET REPORTS.

Quotations done at Wednesday's market in rice, sugar, flour and oil were as follows:—

Rice.	Per Picul.
Chai Mee White	$11.20
See Chim White	10.09
Pak Kan Yuk	8.78
Green Lion	9.82
Red Lion Siam	9.76
Three Marks	9.34
Full Moon	9.62
Green Bat	9.82
Green Elephant	9.86
Red Seal	9.80
Red Star	9.60
Red Dragon	9.64
Green Bird	9.12
Red Seal No. 3	9.20

Sugar.	Per Picul. Taels.
No. 2 coarse powdered	8.50
No. 3 coarse powdered	8.00
No. 20 coarse powdered	8.10
No. 1 Granulated	10.70
No. 1 Fine Granulated	11.20
Wai Chow White	8.80
Spring Candy	10.10

Flour.	Per Bag.
Man-of-War	$4.05
Silver Seal	4.15
Banana	4.10
Cheung Luk	4.15
Maize	4.25
Sword of Kwantui	4.20
Dog's Head	4.50
Cannon	4.80
Cabbage	4.50
Dalton	4.40

Oil.	Per Picul. Taels.
Ground Nut:—	
Fanchi	25.60
Honan	25.60
Tientsin	25.00
Dairen	27.00
Kwangsi Wood	28.30

CANTON STOCK EXCHANGE.

CLOSING QUOTATIONS.

CANTON, Jan. 9th.

Water Works	$3.75
Electric Power Co.	5.10
Canton-Hankow Railways	0.49
The Sun Co.	6.70
Sincere Co.	9.45
Nanyang Bros. Tob. Co.	4.50
Canton Tramways	2.20
China Merchants S.S. Navigation Co.	6.55
Central Bank	4.60

GERMANY AND CHINA.

HUGE TRADE INCREASE.

The Foreign Affairs Committee of the Reichstag, on December 12th, approved the Sino-German trade agreement, regarding which the Government spokesman pointed out that all restrictions discriminating against Germany's position compared with other countries in trade with China had been removed.

Germany's trade with China had since 1923 exceeded all pre-war figures. In 1927 the value of goods exchanged with China surpassed that in 1913 by 48 per cent., and for the first half of the year 1928 it had already reached the total for 1913. In both 1927 and 1928 Germany's exports to China had exceeded imports from that country by 100 per cent.

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

	Rugby, Jan. 9th.
Paris	124.025
New York	4.85 1/32
Brussels	34.905
Geneva	25.19¼
Amsterdam	12.08¼
Milan	92.675
Berlin	20.405
Stockholm	18.13
Copenhagen	18.18¼
Oslo	18.19¼
Vienna	34.475
Prague	163¾
Helsingfors	192¾
Madrid	29.73
Lisbon	108¾
Athens	375
Bucharest	808
Rio	5 29/32
Buenos Aires	47⅜
Bombay	1/6 1/32
Shanghai	2/7¼
Hong Kong	2/0¼
Yokohama	1/10 23/32
Silver (spot)	26⅜
Silver (forward)	26 7/16

HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

JANUARY 10TH, 1929.

A.K. Banks	$1,340 buy.
Do., London	£147½ nom.
Chartered Banks	£22 buy.
Mercantile Banks, A. & B.	£34 nom.
Do. C.	£14½ nom.
P. & O. Banks	£9½ nom.
East Asia Banks	$86 buy.
Canton Insurances	$687½ buy.
Union Insurances	$366½ buy., 370 sa.
North China Ins.	Tls. 160 buy.
Yangtsze Insurances	M. $50 nom.
China Underwriters	$2.40 sel.
China Fire Insurances	$280 buy.
Hong Kong Fire Ins.	$780 nom.
Douglases	$38½ nom.
H.K. Steamboats	$29 sel.
H.K. Tugs	$1.40 sel.
Indo-Chinas (Pref.)	$50 buy.
Do. (Def.)	$90 buy.
Shell Transports	116/- nom.
Union Waterboats	$23½ buy.
Benguets	$2.40 buy.
Kailan Mining Admin.	70/- buy., 73/- sa.
Langkats (combined)	Tls. 10.65 nom.
Do. (single)	Tls. 5½ nom.
S'hai. Explorations	Tls. 2.90 nom.
Shanghai Loans	Tls. 3 buy.
Banks	$51 nom.
Tronoh Mines	17/6 nom.
H.K. & K. Wharfs	$134 nom.
H.K. & W. Docks	$40 buy.
China Providents	$5.30 buy. & sa.
Hongkews	Tls. 192 buy.
New Engineerings	Tls. 5½ nom.
Shanghai Docks	Tls. 105 nom.
Ewo Cottons	Tls. 13.20 buy.
Oriental Cottons	Tls. 2½ sel.
S'hai. Cottons (old)	Tls. 66½ buy.
Do. (new)	Tls. 32 buy.
H.K. & S. Hotels	$9.40 sel.
H.K. Lands	$84 buy.
Shanghai Lands	Tls. 165 buy.
Humphreys Estates	$14.80 buy.
H.K. Realties	$8½ nom.
H.K. Tramways	$20¾ buy.
Peak Trams (old)	$13 sel.
Do. (new)	$6.20 nom.
Star Ferries	$73½ buy.
China Lights	$12½ nom.
H.K. Electrics (old)	$53 buy.
Do. (new)	$51½ buy., 52 sa.
Macao Electrics	$26½ buy.
Telephones (old)	$7 buy.
Do. (new)	$6.90 buy.
China Buses	Tls. 11½ buy.
Singapore Tractions	12/- nom.
Do. (Pref.)	17/6 buy., 18/3 sel.
Sandakan Lights	$5 nom.
China Sugars	80 cts. nom.
Malabon Sugars	$23½ buy.
Canton Ices	$3½ nom.
Cements (combined)	$10.20 buy. & sa., 10.35 sel.
Do. (old)	$7.80 nom.
Do. (new)	$1½ buy.
H.K. Ropes (old)	$7.60 nom.
Do. (new)	$7.55 sel.
United Asbestos	$5 nom.
Dairy Farms	$21½ buy.
Watsons	$13.20 nom.
Def. A. Wings	80 cts. buy.
Lane Crawfords	$3.05 nom.
Mackintoshs	$20 nom.
Sincere's	$9½ buy.
Wm. Powells	$3.65 nom.
H.K. Amusements	$23½ sel.
H.K. Constructions	$1½ nom.
B'que. Indus. G.½ Bonds	68% buy.
H.K. Govt. Loans	5% prem. sel.

buy.—buyers; sel.—sellers; sa.—sales; nom.—nominal.

REGISTERED LETTERS IN BRITAIN.

POST OFFICE TO BE RENDERED LIABLE FOR LOSS.

"The Postmaster-General is not legally liable for the loss, damage, delay, non-delivery, or mis-delivery of anything sent by post; and the final decision upon all questions of compensation rests with him."

This declaration in the official Post Office Guide will have to be altered in the Crown Proceedings Bill, just introduced in the House of Commons, becomes law, as it is expected to do probably this session.

One of the proposals of the Bill is that the Postmaster-General shall be liable for the loss of registered packets up to the amount insured by the registration fee. At present compensation is paid, under certain rules, but only as a matter of grace. The Bill will give senders the right to sue the Post Office if compensation is refused.

The Bill also proposes to extend the law of salvage to services rendered to "any of his Majesty's ships or aircraft."

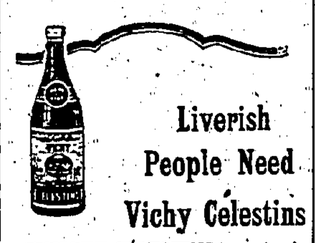
The Crown is to be made liable for costs in any action in the same manner as any subject.

"A FANTASTIC FABLE."

MISS RADCLYFFE HALL ON RUMOURED BETROTHAL.

London, December 17th:—The Press Association state that Miss Radclyffe Hall, the authoress of "The Well of Loneliness," emphatically denied a rumour that she is engaged to be married.

"It is a fantastic fable," she said, "and has no foundation in any fact of any kind."



Liverish People Need Vichy Célestins

VICHY-CÉLESTINS is a natural orderly which helps the liver to function normally. Its gently stimulating effect is welcomed in all cases of sluggishness. It clears the blood-stream from all impurities.

Vichy-Célestins is very pleasant to the taste, and may be taken at meals either alone or mixed with light wines or spirits.

The French Natural Mineral Water.

VICHY-CÉLESTINS

Obtainable at all Hotels, Clubs, Chemists and Stores, or from the

Sole Agents:

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A Welcome Visitor at any time in every household. Every Bug, Flea, Beetle, Moth, Fly, etc., *dies* once it has come into proper contact with

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They know!



AGENTS:—JOHN D. HUTCHISON & CO.

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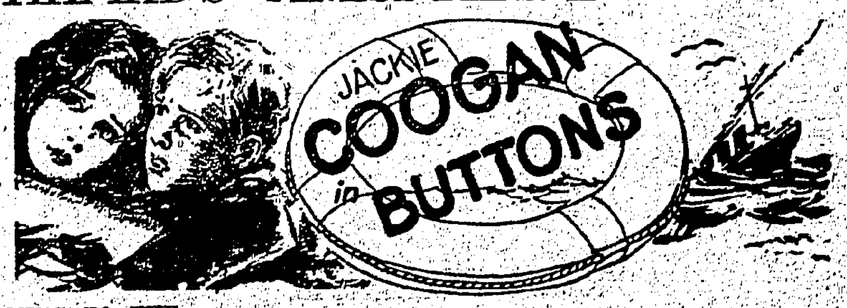
7, ICE HOUSE STREET, HONG KONG. TEL. C.6294.

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THE HONG KONG DAILY PRESS, LTD., and the HONG KONG WEEKLY PRESS, through their London Office, at 21, BRIDE LANE FLEET STREET, E.C. 4., are prepared to give Subscribers and Visitors advice regarding accommodation available, motoring facilities, suitable shopping centres, etc.

If, when at home, they will call or telephone to the above address, they will receive the utmost assistance and the latest available information on all subjects of enquiry will be placed at their disposal.

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COMING TO THE QUEEN'S

SUNDAY & MONDAY

At 2.30, 5.10, 7.15 & 9.20.

THE KAILAN MINING ADMINISTRATION.

SATISFACTORY REPORT AT ANNUAL MEETING.

GOOD PROSPECTS UNDER PRESENT GOVERNMENT.

The sixteenth annual ordinary general meeting of the Chinese Engineering and Mining Co., Ltd., was held on Dec. 17 at Winchester House, Old Broad-street, E.C. Mr. W. F. Turner (the chairman) presided.

The Chairman said: Gentlemen,—The report and accounts for the year ended on June 30th, 1928, which are submitted to you to-day, show that the anticipations of a prosperous year which were expressed at the last annual meeting have been fully justified. The sales of coal for the year have been the highest in the history of the Kailan Mining Administration, and our net profit is the highest since the year ended June 30th, 1924. We are, therefore, able to propose to-day a balance dividend of 15 per cent., free of income tax, making a total dividend for the year of 25 per cent. for the year 1926-27, which will leave a substantial amount to carry forward to the next year.

The gross profit of the Kailan Mining Administration for the past year amounted to $12,554,555. After providing for interest on the Six per Cent. Kailan bonds, £24,000, reserve for depreciation, $1,883,183, the proportion of profit to which the Chihli Provincial Government is entitled, $483,785, and other items, there remains a net profit of $6,368,558, as compared with $6,004,093 in the preceding year. He went on to say: We have a debit to exchange account of only £78, against a loss of £36,657 in the preceding year. The net profit for the year is £478,384. The balance brought forward from the previous year's account was £255,448, which makes a total credit of £733,832. On the other side, we have income tax £59,375, against £84,132 in the preceding year, a reduction of £24,757. The balance to be carried to the balance-sheet is £674,457. The interim dividend of 10 per cent., free of tax, paid on May 1st last, amounted to £140,000, which leaves available the sum of £534,457.

The further dividend of 15 per cent., free of tax, to be declared to-day, takes £210,000. The remuneration to which the directors are entitled under Article 83 of the articles of association is £13,900, leaving a balance to be carried forward to the next account of £310,557, compared with a balance of £255,448 which was brought in. As to this carry forward, I need only say that it is necessary for us to maintain a strong financial position in order to provide our share of the funds required for capital expenditure in China and to meet any emergencies which may arise.

Most Satisfactory Balance Sheet.

The balance-sheet we regard as entirely satisfactory. The liabilities, amounting to £46,129, consist almost wholly to dividends and interest outstanding. Reserve for income tax is £17,692, and for the half-year's interest on debentures to June 30th, 1928, £25,200. The Six per Cent. First Mortgage debentures stood at £840,000 after providing for the annual reduction by drawing of £24,000, and the reserve for redemption of debentures now amounts to £372,000, nearly 45 per cent. of the total outstanding. On the other side, cash was £681,510, bills receivable were £14,479, and debtors £5,157, together £701,147. There is, therefore, a surplus of cash assets over liabilities of over £300,000, an increase of about £120,000 compared with the preceding year. The property account is £1,836,164. The next three items in the balance-sheet consist of our accounts with the Kailan Mining Administration. The first is working capital account £349,069, which shows an increase of £58,000, caused by the purchase of a new wharf at Shanghai. The loan account, £50,143, is unchanged. The item current accounts, £228,747, represents part of our share of the profit of the past year. The remaining items are unimportant. We were able to tell you at the last meeting that the sales of coal for the four months July to October, 1927, had increased by 421,000 tons over the same period of the preceding year. This expansion continued steadily throughout the year, the increase amounting to 720,000 tons, the total sales being 4,511,000 tons, the highest figure reached in the history of the Kailan Mining Administration. The previous highest was 4,284,000 tons in the year 1923-24.

Protective Measures.

These results are due to the fact that peaceful conditions prevailed in the mines area during almost the whole of the year. For the first eleven months no disturbances of any kind took place at the mines, traffic on the railway progressively improved, the mines worked full time and conditions were uniformly favourable for a large output. In the month of June, as stated in the report, conditions in North China became seriously disturbed by the retreat of the Manchurian Forces and the advance of the Armies of the South and, owing to the occupation of the railway by the rival forces, despatches of coal from the mines practically ceased. Remnants of another group of defeated Chinese forces occupied the mines area and the situation developed so seriously that, on the advice of his Majesty's Minister at Peking, the wives and families of the European employees at the mines were removed for safety to Chinwangtao, and it became a very serious question whether the mines could continue to be operated without military protection, which could only be afforded by British troops.

British Troops.

The only hope of a solution lay in protection at the mines being temporarily afforded by a detachment of British troops. His Majesty's Government were kept closely informed of the situation from day to day in London and Peking, and ultimately it was decided, for the protection of British and Chinese interests, to move a battalion of the Bedford and Hertford Regiment from Weihaiwei to the mines area. The battalion arrived on June 25 and was established at Linsi and Tongshan. It encountered no opposition in its transit from Chinwangtao to Tongshan, it was welcomed by the whole community and its presence immediately exercised a tranquilising and stabilising influence, which continued until the battalion was withdrawn in the months of October and November.

We wish to express our gratitude to his Majesty's Government and to its representative in Peking, Sir Miles Lampson, for this timely and effective action, which has been and will continue to be of the highest value to British interests in North China and which, we are assured, is appreciated by the Chinese themselves. It is interesting to know that the coal in sight at the mines at June 30th last was very nearly 30,000,000 tons.

Sales Of Coal.

As regards the current year, you will have seen from the report that the sales of coal for the first four months, July to October, were 1,123,000 tons. The total to December 8th is 1,608,000 tons, compared with 2,004,000 tons for the preceeding year. This falling off appears to be mainly a question of transport. Negotiations were proceeding which were expected to result in the allocation of some of the rolling stock for the carriage of coal from the mines to Chinwangtao. If these negotiations are successful, we may expect to see an appreciable increase in the sales, transport being the determining factor. Communication on the Pekin-Mukden Railway has not yet been completely restored, but we may assume that it will be without much delay.

Future Prospects.

As regards the general outlook, you are aware that there is now a Nationalist Government, with its seat at Nanking, which is addressing itself seriously to the task of reorganising the national affairs. Military operations, which had disturbed the country for so long, appear to have ceased, and there seems to be every prospect of a more tranquil and settled order of things. Business in China revives rapidly, and I think we may look forward with confidence to another prosperous year, even though for the reasons I have indicated the business should not attain the same dimensions as in the year that is past. Before closing I must refer to the services of the staff in China. You will have gathered from what I have said that the past year has been at times a very anxious one, and nothing could have been more trying than the situation which existed in the late spring and early summer of this year. The staff responded admirably to all the demands made upon them, and they are entitled to the sincere thanks of the Board and of the shareholders.

The general manager concludes his report in the following terms:—"We have a permanent staff on whose loyalty, zeal and efficiency we may implicitly rely, and who, whether they be of British, Chinese or Belgian nationality, work together as a team in a manner which makes the co-ordination of their activities a very pleasant task. I take this opportunity of acknowledging the very great value of the work done by all the permanent staff under my control."

LONDON STREET EXPLOSION.

(CONTINUED FROM PAGE 1.)

DRAMA OF A BURNING MAN.

INCIDENTS OF A DAY OF TERROR.

A *Daily Express* special correspondent gives the following picture of the disaster:—

At eight o'clock two men in the G.P.O. employ began to work at the manhole close to the sorting office, which is in High Holborn at the rear of the Post Office building in New Oxford-street. There was an air pump on the surface, and one man named Thrower went down the manhole to fix a connection.

Suddenly there was a roar like heavy artillery. The concrete road, eighteen inches, or so thick, was shattered. The roadway heaved. The electric pump went into the air. Windows crashed in. There was a blinding sheet of flame.

A voice was heard amid the cement upheaval: "I'm alight! I'm alight!"

Struggling Out.

The head of Thrower appeared out of the broken roadway. He was struggling out of the manhole. Another second, and he was in the open—some people declared that he was blown forth with the mass of *debris*.

He writhed about in the mass of concrete, tarmac and tubing a burning man. Thrower was quickly taken to Charing Cross Hospital.

At the same moment that this terrifying scene was taking place, outside the Princes Theatre, about 200 yards away, a Water Board workman was pushing a handcart with materials, and had just crossed a manhole when a terrific report resounded behind him.

His senses were deadened for the moment.

"Then I looked round," he said to me, "and I saw pieces of concrete in the air. One piece was blown higher than the top of the hospital there (a matter of sixty or seventy feet), the manhole lid was aloft, and there was a sheet of flame across the path I had just come.

"I Ran For Life."

"I ran for life to a spot beneath the jutting stonework of the Princes Theatre. I never heard or saw anything like it in the war."

Then bang! roar! bang! went the other manholes along the street east and west.

"Run! Run for your lives!" roared a policeman, and everybody scattered down alleys, up side streets, anywhere to escape the destruction that seemed to threaten all London.

A taxicab in High-street was lifted bodily, tossed aside like a plaything, and landed a wreck yards away. In the general confusion the passengers made their exit and fled from the scene. The driver was extricated and taken to hospital. A veritable pit was left beneath where the taxicab had been when the explosion occurred.

All this happened during the first set of explosions.

At 12.30, with a colleague, I was myself a witness of the second outbreak.

We were in High-street, outside St. Giles' Church, which stands at the junction of High-street and Denmark-street. A group of officials were treading the miniature Alps that had been formed on the other side of the road.

All at once the roadway within a few yards of us went into the air with a mighty bang, and the fraction of a second later up went a manhole and another eruption of concrete two yards further. Sheets of flame twenty feet high shot upwards.

Thrilling Spectacle.

Then occurred a thrilling, horrifying spectacle. The whole building of the British Acoustic Films and the Overseas Film Service burst into one gigantic sheet of flames. Within three minutes the four-storey building was a blazing furnace.

Fire engines—there had been several there before—came dashing to the scene from every quarter. The first had not got to work before, bang! Roar! Two other manholes had gone skyward on the way along High-street to Tottenham Court-road.

Thirty minutes later the inside of the film premises had been burned out. But the flames from the holes made by the explosion continued to stream forth all the afternoon. It was no good trying to extinguish these. They were really safety valves.

The wreckage along the route of the explosion was appalling. Pits ten, fifteen feet deep appeared here and there. Whole ranges of broken concrete hills marked the line of the main. The pavement was torn up, revealing the cellarage and striking down to the very foundations of some of the houses and shops.

Lamp posts were torn and twisted, kerbstones flung here and there, and hundreds of yards away off the explosion route windows were smashed.

HONG KONG VOLUNTEER DEFENCE CORPS.

[ORDERS BY LT.-COL. L. G. BIRD, D.S.O., COMMANDANT.]

No. 2/1929.

1.—Machine Gun Field Firing Competition.

The Competition was won by No. 1 Platoon with an average of 5.9.

The three next best averages are published for information:—

Motor Cycle Section	4.5
No. 2 Platoon	4.3
No. 3 Platoon	4.2

The Commandant congratulates Lieut. H. Owen Hughes and all ranks of No. 1 Platoon on their win and the other units on their close finish.

2.—Conference.

A conference of all Officers will be held at Corps Headquarters at 5.45 p.m. on Monday, January 14th, to discuss the tactical exercise taking place on Sunday, January 20th, 1929.

3.—Officers' Mess Meeting.

The annual meeting of the Officers' Mess will take place on Tuesday, January 29th, at 5.45 p.m.

All Officers will attend.

4.—Sergeants' Mess Meeting.

There will be a Sergeants' Mess Meeting on Thursday, January 24th, at 6 p.m. All members are expected to attend.

5.—Field Day.

On Sunday, January 20th, 1929, a field firing tactical exercise will be carried out at Fanling in which all units of the Corps will participate. All ranks are requested to keep the day open.

Attendance at this field day will count as one day in camp.

Os.C. Units will submit probable numbers attending by 12 noon on Friday, January 18th, 1929.

6.—Musketry.

The Reserve Company and No. 1 Platoon will fire Part II. Table "T" at Stonecutters. Range on Sunday, January 13th, 1929.

Range Officer: Lieut. H. Owen Hughes.

Launch will leave Queen's Pier at 9 a.m. and call at Kowloon Pier at 9.10 a.m.

Dress: Musketry order, *i.e.*, rifle, belt, bayonet, braces and pouches. Uniform or mufti optional.

Arms will be drawn from Corps Headquarters on Friday, January 11th, between 9 a.m. and 12 noon, or 2 and 4 p.m., or 5 and 6 p.m.; and on Saturday, January 12th, between 9 a.m. and 1 p.m.

This is the last day allotted to the Reserve Company and No. 1 Platoon.

7.—Training Circulars.

Training Circulars Nos. 1, 2 and 3 of 1929 have been issued to all Os.C. Units on January 9th, 1929.

8.—Musketry Programme—January, May, 1929.

Table "T" Parts I. and II. at Stonecutters Range:—

JANUARY.

Sunday, 27th.—The Battery and Reserve Co.

FEBRUARY.

" 3rd.—Engineer Co. and Corps Signals.
" 10th.—Chinese New Year Holiday.
" 17th.—M.I. and A.C. Cos.
" 24th.—Machine Gun Co.

MARCH.

" 3rd.—Scottish Co.
" 10th.—Portuguese Co.
" 17th.—The Battery and Reserve Co.
" 24th.—Engineer Co. and Corps Signals.
" 31st.—Rifle Meeting.

APRIL.

Monday, 1st.—Rifle Meeting.
Sunday, 7th.—M.I. and A.C. Cos.
" 14th.—Machine Gun Co.
" 21st.—Scottish Co.
" 28th.—Portuguese Co.

MAY.

" 5th.—Casuals.
" 12th.—Casuals.
" 19th.—Casuals.

9.—Corps Band.

Full Band Practices for the G.O.C.'s Inspection will be held at Headquarters at 5.30 p.m. sharp as hereunder. Dress: Mufti:—

Friday, January 11th.—Lecture Room under Corps Bandmaster.
Tuesday, January 15th.—Lecture Room under Corps Bandmaster.
Wednesday, January 16th.—Parade Ground, marching and playing under regular instructor.

Band Sergeant will arrange to draw New Corps Badges now available, for use on Card Pouches, on Friday, January 11th.

10.—Engineer Company.

The Engineer Company will attend Camp on Saturday, January 19th, and Sunday, January 20th, 1929, at Pakshawan, in accordance with programme. Details will be issued separately.

All ranks of the Company are requested to communicate with C.S.M. E. J. Everest at once definitely stating if they are able to attend or not.

11.—Corps Signals.

Monday, January 14th, 1929. Parade at Corps Headquarters at 5.30 p.m. for Signal Instruction. Dress: Mufti.

12.—Mounted Infantry Company.

Thursday, January 17th, 1929. Parade at Corps Headquarters at 5.30 p.m. for Instruction. Dress: Overalls.

13.—Armoured Car Company.

CAR SECTION.

Fridays, January 11th and 18th, 1929. Parade at Corps Headquarters at 5.30 p.m. for run around the Island in the Armoured Car.

Monday, January 14th, 1929. Parade at Corps Headquarters at 5.30 p.m. for M.G. Instruction. Dress: Mufti.

MOTOR CYCLE SECTION.

Monday, January 14th, 1929. All ranks parade at Corps Headquarters at 5.30 p.m. sharp for Machine Gun Instruction. Dress: Mufti.

FIELD DAY.

Sunday, January 20th, 1929. It is hoped that every member will make a point of attending. Motor Cycle outfits will be in charge of L/Cpls. Rogers and Thomas.

14.—Machine Gun Company.

The Company will parade as strong as possible at Corps Headquarters on Tuesday, January 15th, at 5.30 p.m. sharp, for Machine Gun Instruction under Sub-section Commanders who are responsible for warning all members of their sub-section for this parade. Dress: Overalls.

Musketry Part II. The last opportunity for all members of the Company to fire in order to be efficient is Sunday, January 13th, at Stonecutters.

Range Officer: Lieut. H. Owen Hughes.

Launch leaves Queen's Pier at 9 a.m. and call at Kowloon Pier at 9.10 a.m. and arms may be drawn on Friday, January 11th, between 9 a.m. and 12 noon, or 2 and 4 p.m., or 5 and 6 p.m., and on Saturday, January 12th, between 9 a.m. and 1 p.m.

Dress: Uniform or mufti optional, but braces and pouches rifle belt and bayonet must be taken.

Field Day, January 20th. It is hoped that all ranks of the Company will turn up and so ensure a successful exercise. Full particulars will be given on parade on Tuesday, January 15th.

15.—Scottish Company.

Thursday, January 17th, 1929. Platoons will parade at 5.30 p.m. for Machine Gun Instruction. Dress: Mufti, as follows:—

Nos. 5 and 7 Platoons at Corps Headquarters.
No. 6 Platoon at Kowloon Dock.

16.—Portuguese Company.

Friday, January 18th, 1929. The Company will parade as strong as possible at 5.30 p.m. at Corps Headquarters.

Clothing and Equipment. All those who are deficient of any clothing and equipment will report to the Company Quartermaster Sergt. on Friday, January 18th, 1929.

17.—Reserve Company.

Parade at Corps Headquarters at 5.30 p.m. on Wednesday, January 16th, 1929, for Machine Gun Instruction.

Dress: Mufti.

Musketry Part II. The attention of all ranks is drawn to this Corps Order para. 6 regarding Part II. to be fired by the Company on Sunday, January 13th, 1929.

18.—Transfers.

The following Officers are permitted to transfer to the Reserve of Officers, as from January 1st, 1929:

Majo R. Melville Smith, M.B.E., from Engineer Co.
Lieut. R. L. Moncrieff, from Armoured Car Co.
2/Lieut. A. K. Mackenzie, from Scottish Co.

No. 965 L/Corpl. A. A. Dand is transferred from the Enggineer Co. to the Lights Section Cadre, as from January 9th, 1929.

19.—Leave.

2/Lieut. R. K. Valentine, Car Section, from January 13th to February 20th, 1929.

No. 1320 Corpl. G. R. Razavet, No. 2 Platoon, sick leave, from December 10th, 1928, to June 9th, 1929.

No. 1352 Pte. S. M. West, No. 1 Platoon, sick leave, from January 5th to February 5th, 1929.

No. 725 L/Corpl. G. P. Lammert, No. 1 Platoon, sick leave, from November 15th, 1928, to May 31st, 1929.

20.—Struck Off The Strength.

Having left the Colony, as from December 27th, 1928:—

No. 1267 Gnr. I. E. L. MacKay, The Battery.

Having purchased discharge, as from January 4th, 1929:—

No. 1141 Spr. A. W. Hay-Edie, Engineer Company.

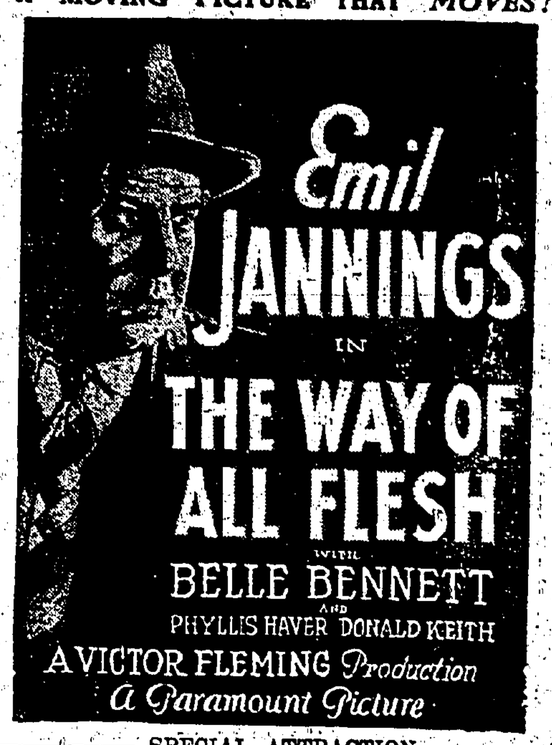
R. A. WOLFE MURRAY, Major, Adjutant, H.K.V.D.C.

Hong Kong, January 11th, 1929.

NOTICE.

No. 2 Platoon Rifle Club will hold their next meeting at the Peak Range on Sunday, January 13th, 1929, at 9.30 a.m. sharp, and it is hoped there will be a large attendance.

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Harold Lloyd
IN
Safety Last
AT THE
STAR
TO-DAY & TO-MORROW
At 5.15 & 9.20.

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THE PHILIPPINE PYGMIES.

SHY NOMADS OF THE FORESTS.

Interesting light is thrown on the habits and customs of one of the least-known races in the world, the Philippine pygmies, by a report made by Mr. John M. Garvan, an Irish graduate of Trinity College, Dublin, who, for twenty years, has been investigating the native races of the archipelago, in his capacity of Government ethnologist, in the service of the American Administration.

About one-tenth of the population consists of members of some fifty tribes differing in important respects from the main body of the people. Mr. Garvan speaks fourteen of the native languages, including two of the pygmy dialects. Each has a complex grammatical structure of its own, and a considerable vocabulary peculiar to itself, in addition to a number of words resembling or identical with those of other tribes. The Philippine pygmies have certain traits in common with the pygmies of Africa, South America, and New Guinea. They are shy, gentle little people with a strong aversion from strangers, whom, however, they wish merely to avoid, not to destroy. They lurk in remote parts of the forests, on mountain slopes well away from the beaten track of normal native travel when possible.

Idyllic Conditions.

"They are the gentlest people that I met among all the tribes I visited," reports the ethnologist. "If they are offended they simply go away and never come back. Their family life is exemplary. There is practically no polygamy, monogamy being the rule among them, and few divorces. There is also no celibacy after they reach a marriageable age, for they live an essentially natural life, and their great desire is to raise a family. The sexes are kept apart up to the time of marriage, and there is no intermarriage among people of the same tribe. The men choose wives from neighbouring tribes, and the women husbands. Their manner of life is essentially patriarchal. The pygmies live in family groups consisting of all the relatives, from grandparents down to grandchildren, the head of the family being the oldest living male relative. Each family occupies a separate shelter, but they move about together, hunt in common, and live as a great happy family."

Still In The Hunting Stage Of Development.

As described by Mr. Garvan, the pygmies are a homeless, farmless, and dressless race of people, ranging from four and a half to five feet in height, with crinkly hair like the negro, broad noses, and skin of a deeper brown than that of the Filipino, but never black. It is not possible yet to determine how many there are scattered about the densely jungled and mountainous isles of the archipelago, but the figure is believed to be in excess of 15,000. Essentially a forest people who live on and by the products of the forest, they have no huts nor houses, being nomadic by nature. They wander from one region to another in search of new areas where wild yams and other tuberous plants grow and game abounds. None of them have progressed out of the hunting stage of human development.

The only weapon of most of them is the bow and arrows, though some tribes have blow-pipes through which darts are blown. The arrows generally are dipped in a poison which has a paralytic effect on the animal, killing it from five to thirty minutes later, without, however, rendering the flesh inedible. Though a peaceful, shy, and friendly people, they have been known to wage war most pertinaciously against an enemy taking the offensive against them. For many years they warred against the early Spanish settlers, who sought to force them to come out of their jungles and do uncongenial work in the European settlements.

Shadowy Religion.

The men hunt and the women dig yams and prepare food. They sleep in crude lean-tos and shelters made of intertwined leafy boughs, which are abandoned without compunction on moving on to another hunting-ground. They have no possessions, apart from cook pots and bows and arrows, and no desire for any. A few simple rites of commemoration of the dead, whose spirits they revere but fear, constitute, in most cases, their religion. Few of the pygmy groups have evolved the idea of a Supreme Being, which Mr. Garvan ascribes to their lack of chieftains and leaders. He adds that, despite their shyness, the pygmies prove to be warm-hearted and hospitable when their confidence has been won by tactful approach and kindliness.

FAR EAST IN PARLIAMENT.

HOUSE OF COMMONS QUESTIONS.

CHINESE EGGS CARGO.

Dec. 13th.—Mr. Hannon (C., Moseley) asked the Minister of Agriculture whether his attention had been called to presence of the French steamer Glaziere in British waters with a cargo of 40,000,000 Chinese eggs; whether these eggs were being offered for sale in Britain; whether they were being marked in any way to indicate their origin; and what measures he proposed to adopt to safeguard British poultry farmers against competition of this nature.

Captain Bowyer (who replied) said: The Minister of Agriculture has seen a reference in the Press to this cargo, but he has no information as to its destination. The importation of this shipment would not be a new feature in the trade, since large quantities of eggs are regularly imported from China. Imported eggs are not at present required to bear an indication of origin at the time of importation, but a requirement to this effect is embodied in a draft Order in Council now before Parliament. In addition, home producers are taking steps to meet the competition of imported supplies by reorganising their marketing arrangements on the basis of the Agricultural Produce (Grading and Marketing) Act of last session.

Chinese Eggs Not Wanted.

Mr. Hannon: But this is a serious question. (Ironical Socialist laughter.) Will the Minister make representations to the Minister of Agriculture to take early steps to prevent the importation of Chinese eggs of any quality?

Captain Bowyer: I will do that.

Mr. Garro-Jones (L., Hackney, South): Are these eggs in shells or in barrels?—(laughter)—and if in barrels how can the provision of the Merchandise Marks Act apply? (Laughter.)

Captain Bowyer: Mr. Garro-Jones will have to put that question on the paper.

Piracy In Chinese Waters.

Sir Robert Thomas has suggested to the First Lord of the Admiralty that armed naval ratings might be drafted into British merchant ships, as members of the crew, while navigating the pirate-infested China Seas. Mr. Bridgeman was expected to express an opinion on the matter in reply to a question on December 19th as to the measures of protection which the Admiralty are providing for shipping in those waters.

ST. PAUL'S CATHEDRAL.

WORK OF PRESERVATION ENTERS ON ITS FINAL STAGE.

Canon S. A. Alexander, Treasurer of St. Paul's Cathedral, preaching in St. Margaret's, Westminster, said that the preservation work at St. Paul's, which would have taken nearly twenty years to accomplish, was just entering on its final stage. It was expected that the Cathedral would be reopened in the summer of 1930.

The principal part of the work of preservation has been to remedy the defect in the construction of the Dome, which resulted in dangerous sagging and the appearance of cracks. It was the intention of Sir Christopher Wren that the weight of the dome (23,000 tons) should be divided equally between the eight main piers, but nevertheless, these were filled only with rubbish. This has now been removed and concrete substituted.

In addition to Wren's original iron chain which receives the thrust of the upper dome, and which still acts efficiently, a second chain has been placed just below the Whispering Gallery.

JAPANESE EXHIBITION IN PARIS.

FRENCH AMBASSADOR ASSISTS ARTISTS.

Preparations for the Japanese Fine Art Exhibition to be held in Paris in the spring, under the auspices of the French Government, are well in hand. A good entry of exhibits is expected. The works of more than 80 painters will represent the Japanese school, while works of applied fine arts by more than 50 masters will also be included.

The French Ambassador in Tokyo, Mr. de Billy, was instrumental in making arrangements with various artists for the exhibition of their work, and a committee of five members, comprising Mr. Somei Yuki; Mr. Naohiko Masaki, director of the Tokyo Academy of Fine Arts; Mr. Nobuo Tsuda, Mr. Seiho Takeuchi and Mr. Rokuhei Shimizu and the committee's two secretaries, have held frequent meetings at the French Embassy to push the necessary preparations.

According to present arrangements, all exhibits must be completed and shipped to France by the end of February.

FARMER-GOODMAN WEDDING.

FAMILY AND PUBLIC GIFTS.

Among the presents received by Mr. and Mrs. Goodman for their wedding celebrated at St. John's Cathedral on Saturday were the following:—

Bride to bridegroom, silver cigarette case; bridegroom to bride, platinium watch; bride's parents, bed and table linen; bridegroom's mother, gold pendant and signet ring; bridegroom's father, silver tea service; Mr. and Mrs. Roland Farmer, cheque; Mr. and Mrs. Victor Farmer, linen luncheon set; Mr. and Mrs. F. Goodman, blackwood teapoys; Douglas, Lapraik & Co., cheque; Mr. and Mrs. R. M. Dyer, crystal and jade, liquer decanter; The Godown Staff, set of Foochow lacquer trays; The Office Boys, silver cake stand; Officers and Engineers, s.s. Hai Ching, silver and cut glass tantalus; Officers and Engineers, s.s. Hai Yang, silver entree dish; Officers and Engineers, s.s. Hai Ning, silver cruet; Mr. and Mrs. Sutherland, case of nutcrackers and picks; The Ladies of "The Helena May" Library Committee, blackwood opium stool.

NAVAL AND MILITARY NEWS.

GENE TUNNEY WITH PORTSMOUTH MARINES.

The Royal Marines at Portsmouth will long remember the visit to them on December 15th of Gene Tunney—Capt. Tunney—because of the remarkable spectacle it produced of the world's heavyweight champion leading a corps of which the King is Colonel-in-Chief in a prayer for His Majesty's recovery.

Tunney, who is a captain in the United States Marine Corps, made a presentation to the Royal Marines of a football trophy as a gift from his Corps, a silver cup standing 26 in. high. Capt. Tunney said the gift was a token of the friendship founded between the two corps in China twenty-eight years ago, when they fought side by side in suppressing the Boxer rebellion.

General Halliday, who accepted the trophy, said that the U.S. Marine Corps was in a way a younger brother of the Royal Marines, upon whom it was originally modelled. In a reference to the two corps' service together during the Boxer rebellion, General Halliday said there now hung in the Royal Marine officers' mess a Chinese flag which was captured by Captain Mars, U.S. Marine Corps, who, whilst lying wounded, gave it to him (General Halliday) to bring home to England as a gift to the Royal Marines.

R.A.F. Far East Flight.

A brochure of the R.A.F. Far East Flight by four Supermarine-Napier flying boats, which left England for Singapore on October 14th, 1927, and afterwards flew to Australia, round Australia, and back to Singapore, has been issued by the Supermarine Aviation Works, Ltd., and Messrs. D. Napier and Son, Ltd. The record of the flight is given in the form of extracts from the log issued by the Air Ministry. The names of the officers, with group photographs in colour of the officers and personnel of the boats, and of the four *Southamptons* at the Singapore Air Base, are included in the folder, to which is attached a map of the route followed in the flight and a table of the distances in nautical miles.

Major-General Straubenzee.

The appointment is announced by the War Office of Major-General H. L. Pritchard, C.B., C.M.G., D.S.O., to be General Officer Commanding Malaya, in succession to Major-General C. C. Van Straubenzee, K.B.E., C.B., C.M.G. (February, 1929).

Major-General C. C. Van Straubenzee, is retiring from the Army. General Van Straubenzee is anticipating the age limit rule by eight months, and will be gazetted out on February 25th.

Lt.-Comdr. Langton-Jones, D.S.O.

Lt.-Cdr. R. Langton-Jones, D.S.O., who has retired at his own request, with the rank of Commander, commanded the river gunboat Cicala, in China, from December, 1925, to January, 1928. He began his sea career in the Merchant Navy, and when the War broke out was a sub-lieutenant in the Royal Navy Reserve. He joined the battleship Triumph at Hong Kong, and on her being sent to the Dardanelles he was commended for service in action there. After the Triumph was torpedoed, he served as Assistant Beachmaster at Helles, where he "set a magnificent example throughout," and was appointed D.S.O. Later in the War he was transfered to the Royal Navy as a lieutenant, with seniority of August 11th, 1914.

Commander Evan H. Martin, whose promotion to captain on the retired list is gazetted, was a midshipman of the Aurora during the Boxer War of 1900, and received the medal for that campaign.

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THE CURRENT ISSUE

TO-DAY'S ISSUE OF THE *HONG KONG WEEKLY PRESS* GIVES A FULL ACCOUNT OF THE NEW TERRITORIES AGRICULTURAL SHOW, WITH THE IMPORTANT REVIEWS BY H.E. THE OFFICER ADMINISTERING THE GOVERNMENT AND SIR ROBERT HO TUNG OF WHAT IS BEING DONE, AND WHAT IT IS HOPED TO DO, IN THAT AREA TO TEACH CHINESE FARMERS UP-TO-DATE AND MORE PROFITABLE METHODS.

• • • •

The annual St. George's Society Ball proved exceptionally successful and enjoyable. There is a full report of the function.

• • • •

Our Canton correspondent reports that the Canton-Hankow Railway project has made considerable progress and it is hoped to start the preliminary surveys in the course of a few weeks. If all goes well — an optimistic assumption—the railway will be completed in four years.

• • • •

The Canton Government is still on the alert as regards communistic activities and a gang of alleged Annamite conspirators has been run to earth. A rigorous press censorship, prohibiting the report of all bandit outrages as well as Communist crimes has been put into force.

• • • •

Our Finance and Commerce pages give valuable information as to the export trade of Hong Kong and other matter of interest to the business community, including the latest Local Stock Exchange quotations to date.

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CANTON'S CEMENT FACTORY.

NEGOTIATIONS PROGRESS.

TO TURN OUT 1,000 BARRELS DAILY.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, January 10th.

Apropos of the construction of the proposed Government Cement Factory at Yin Tak on the North River, Mr. Hansen, Danish Consul at Hong Kong, and Mr. Stig-Nielson, the representative of the Smidth Co. of Copenhagen, are expected in Canton early Friday morning, Mr. Stig-Nielsen having come all the way from Tokyo. They will consult with Dr. Chu, as representative of the Provincial Government, on the terms of the project on which the Government expects to spend $2,000,000. The number of barrels of cement turned out each day will be 1,000.

GOVERNOR OF MACAO'S VISIT.

ENTERTAINED BY CANTON OFFICIALS.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, January 10th.

H.E. the Governor of Macao and Senora and Senorina Barboza are still in Canton. They had luncheon to-day with Mr. and Mrs. Li Man Yan and in the morning His Excellency was taken in an automobile by Mr. Leung Tsic Wai, a secretary of Dr. Chao Hsin Chu, to visit various places of interest in the city. Among the guests at the luncheon party were Dr. Chao Hsin Chu, Mr. H. S. Mok, Dr. Chu's secretary at the Foreign Office, Mr. Costa, the Portuguese Consul-General, Shameen, and Mrs. Costa, Mr. Basto, the Portuguese Vice-Consul, and a number of Chinese ladies, including Mrs. Fung Cho Man, Mrs. Li Tsai Hsin, and Mrs. Ma Chiu Tsoon.

ARRIVAL OF FRENCH FLAGSHIP.

OFFICIAL WELCOME TO ADMIRAL AT QUEEN'S PIER.

An official welcome was given to Rear-Admiral Stotz, Commander-in-Chief of the French Fleet in Far Eastern waters, when he landed yesterday morning at Queen's Pier.

The Admiral was met by Captain A. J. L. Whyte, R.E., A.D.C. representing His Excellency the Governor, and by the Consul-General for France, M. Dufaure de la Prade. Admiral Stotz was accompanied by his A.D.C., Commander de Badens. A Guard of Honour was drawn from the 3/15 Punjabis, and was present under command of Major J. F. Whitacre Allem, M.C., D.A.A., Q.M.G. The Guard accorded the General Salute following which the regimental band struck up the Marseillaise. After inspecting the Guard of Honour the visitors were driven to Government House where they were received by His Excellency Sir Cecil Clementi, K.C.M.G.

The Jules Michelet.

The customary salutes were exchanged when the flagship, the Jules Michelet, steamed into harbour at 8.45 a.m.

The Jules Michelet is an armoured cruiser of 13,300 tons and is a familiar visitor to this port. She has just come from Japan where she participated in the Naval Review held in connection with the coronation of the Emperor.

An official reception in honour of Admiral Stotz and his officers is being held by the French Consul at his residence at Peak Road to-morrow afternoon, between 5 and 7.

OBITUARY.

MR. LLOYD KAY.

The news was received yesterday of the death of Mr. Lloyd Kay, at the French Convent Hospital.

Mr. Kay, who was the chief wharfinger of the Kowloon Docks, leaves a widow and one son with whom the deepest sympathy is felt.

A master mariner, Mr. Kay was the author of many sea stories. He sailed around the world in his early days in sailing vessels. He was a native of St. John, Nova Scotia. Of a retiring disposition, Mr. Kay was only known to a few personal friends. He was taken ill some three weeks ago with appendicitis.

The funeral takes place this afternoon at 5 p.m.

ROUND THE COURTS.

THIEF AND HIS STERN RELATIVES.

AT CENTRAL MAGISTRACY.

Disapproval of a man's thieving was expressed in Court by his sister and mother when he was charged before Mr. R. E. Lindsell with the larceny of clothing valued at $120, which he subsequently pawned for $17. The clothing belonged to the sister and she and the mother both wished the man sent to prison.

In fact they strongly demurred when his Worship decided to give the man a chance by binding him over for one year on a guarantee to be signed by the mother for his good behaviour.

"Surely you do not want to see your own brother in gaol?" queried his Worship.

"It would be better for us for him to be in gaol. All people who steal should be in gaol, and he should be sent there" was the young woman's stern reply.

Remarking he did not require any advice from the woman, his Worship confirmed his decision to bind the man on in a sum of $100.

GAOL BETTER THAN FLOGGING.

At the resumed hearing of the charge against the returned banishee, who gave the excuse to Mr. R. E. Lindsell that his presence in the Colony was due to the junk on which he was travelling having had to put in here owing to a broken mast, the result of investigation into his story was revealed in Court.

Detective Sergeant McEwen stated that defendant had arrived here in a junk and slept one night in Shaukiwan prior to his arrest, but the boat had already left. Nothing was known about the repairing of a broken mast.

Police records showed that the defendant was convicted for possession of firearms and deported at the end of his term. He had already been imprisoned for disobeying the banishment order and sent away.

His Worship passed sentence of ten months' hard labour. In addition he was to receive 20 strokes of the birch or, if medically unfit to be flogged, he would do another two months.

Defendant expressed his dislike for the birch and said as he was being led away that he would rather do twelve months.

CONVICTION IN FORGED NOTE CASE.

Sentence of eight months' hard labour was passed by Major C. Willson at the Central Magistracy on a Chinese who was charged with conspiring to utter thirty-two $10 notes resembling Treasury issues of the Straits Settlement.

The case was adjourned on Wednesday until the following morning to consider the possibility of a woman arrested at the same time being called as a witness against the defendant. A detective posing as a prospective buyer of forged notes ran the parties to earth at the Yuet Wa boarding house in Yaumati after the notes had been produced.

Giving evidence against the defendant, the woman stated that she was introduced by him to another man, who handed her the notes.

A charge of possession of the notes is pending against the woman.

CANTON'S EXTRADITION REQUEST.

An extradition case, on a request from Canton, in respect of a man who is alleged to have kidnapped a village doctor and later held him for ransom, was again before Mr. R. E. Lindsell. At the previous hearing a fortnight before, a nephew of the doctor was directed to endeavour to fetch his uncle, as his evidence was necessary to the case. The man, however, was stated to have been an invalid since his release from captivity.

At the resumed hearing, the uncle was not present, the nephew stating that he was in the village but his health did not permit him to be brought here.

A further adjournment was made.

KOWLOON CASES.

DOG OWNER FINED.

A Chinese lady living at No. 142, Kowloon Tong appeared before Mr. E. W. Hamilton at the Kowloon Magistracy yesterday on a summons for keeping two dogs without a license, and allowing one—a black dog—to be abroad without a muzzle.

The defendant admitted that she had no license for the first dog, but denied ownership of the black dog.

Sergeant Cordeaux said that he saw the black dog on the road way and that it ran into the defendant's garden, where an amah said that the dog belonged to her mistress. The Magistrate dismissed the summons relating to the black dog, with a warning that if it was found on the defendant's premises it would be shot. The lady replied that as she did not possess a black dog, she had no objections to the police shooting one if it was found in her garden.

A fine of $8 was imposed for not having a license for the first dog, the defendant being informed that she had better get a license immediately.

(Continued on next Column).

CHINESE WOMAN'S TWO REVOLVERS.

ATTEMPTS TO PUSH THEM OUT THE WINDOW.

ROBBER RENDEZVOUS RAIDED.

A Chinese woman, named Lam Ko, was charged before Mr. E. W. Hamilton at the Kowloon Magistracy with possession of two revolvers and ten rounds of ammunition at her flat at No. 44, Nam Cheong Street, on December 27th.

Sergeant O'Donovan was in charge of the case and informed the Magistrate that a series of raids were conducted by the police at Sham Shui Po, and detectives entered the defendant's flat on the second floor of No. 44, Nam Cheong Street, at about 9 p.m. A detective went to the rear cubicle where the defendant slept and saw her push something out of the window. Going down to the backyard under the window he found a revolver. Sergeant Brittain who was in the backyard at the time flashed his torchlight up to the window and saw a bag suspending from a nail below the window sill. The bag as found to contain another revolver.

Corroborative evidence was then given by a Chinese detective and Sergeant Brittain.

The woman said that a man surnamed Chan brought a parcel one night to her flat and asked to leave it there. She was told that it contained weapons for which he had no license and she refused to allow him to leave the parcel at her flat. The man came back the same night while she was in bed and it must have been then that he left the parcel at her flat.

Sergeant O'Donovan informed the Magistrate that the police had information that robbers were going to gather at the flat that night.

The Magistrate said he had no doubt that the woman was an accessory and that there was a man connected with the case. It was clear that the arms did not belong to the woman, and for that reason he would impose a fine of $500 or six months' imprisonment.

After the defendant had been convicted she asked the Magistrate if she could speak to some relatives in the back of the Court in connection with her baby, aged 2, who had been taken charge of by the police. The Magistrate granted this privilege, and was informed that the police had already placed the baby in the care of one of the defendant's relatives.

FIREWORKS CAUSE SMALL FIRE.

An elderly Chinese woman, age 58, was before Mr. E. W. Hamilton for manufacturing fireworks in a place other than a factory or licensed premises. It was stated that the defendant was fixing fuses in the firecrackers when, apparently owing to carelessness, the substance caught fire, and the Fire Brigade had to be called out. The Magistrate imposed a fine of $25.00 remarking that it was a serious offence and had the defendant not been an elderly woman the fine would have been $100.

EXPOSED FIRE CRACKERS.

A woman from No. 31, Portland Street was charged with exposing fire crackers for sale without keeping them under a glass case. The defendant admitted the offence and a fine of $25.00 was imposed.

A Chinese was fined $50.00 for a similar offence, on two summonses taken out by two European police officers who visited the shop in succession. The Magistrate imposed the above mentioned fine on the first summons but dismissed the other with a caution. Another stall holder at No. 58, Haiphong Road was also fined $25.00 for this offence. The defendant said that his crackers were small ones and the Magistrate replied that $25.00 was a small fine.

MURDER CHARGE DISMISSED.

Two Chinese who were held on a charge of murdering a Chinese whose body was found by a boy scout named S. Luke, above the Club de Recreio ground at King's Park about December 1st, last, were discharged by Mr. E. W. Hamilton. Inspector Lane said that the police were not offering any evidence against the accused.

A PARTNERSHIP DISPUTE.

UNTRUTHFUL WITNESS LOSES HIS CASE.

CHIEF JUSTICE IN SUMMARY ACTION.

Owing to the accumulation of Summary Court cases, the Chief Justice, Sir Henry Gollan, sat in his own Court yesterday in Summary Jurisdiction and heard a case involving a partnership dispute.

The defendants were the Hang Loong firm and Lui Lim, managing partner of the firm, and the plaintiffs, who claimed the sum of $201.43 were the Yee Chun firm. Another plaintiff against the same defendants was the Hop Shing Co. who claimed $197.41. There was yet another writ against the same defendants for $96.62, by the Tai Shing firm. In all cases the amounts claimed were for goods sold and supplied.

All the plaintiffs were represented by Mr. C. A. S. Russ and the defendants were present in person.

Evidence was given to the effect that Lui Lim had represented himself as partner and manager of the Hang Loong firm. A witness deposed that he had previously obtained judgment against the Hang Loong firm, after which the signboard was changed to Man Lee. Lui Lim was still there after the change.

Defendant denied that he was either a partner or the manager of the concern. He was only a runner and did not know anything about the Man Lee firm.

Cross-examined by Mr. Russ, defendant eventually admitted that he did know the Man Lee firm, and that he was employed there.

His Lordship remarked that as the defendant had first denied any knowledge of the Man Lee firm and then said that he was employed there, he had told one lie and therefore he could tell more lies about the Hang Loong firm. Judgment would be given against the defendant in all three writs.

SMUGGLED ARMS.

RETURNING EMIGRANT FINED $1,000.

Louey Wah, an elderly Chinese who returned to China from America on the s.s. President Taft was charged before Mr. E. W. Hamilton and Major C. Willson, at the Kowloon Magistracy yesterday for possession of three pistols and 800 rounds of ammunition without a permit.

Sub-Inspector Dorling said that when the President Taft berthed on December 31st two wooden boxes were landed. They were left for about half an hour on the wharf, until the defendant came up and claimed them producing the keys. He was asked to come to the Water Police Station where the two boxes were opened and two large pistols were found in one and a still larger one in the other. The boxes appeared to have been specially built having false bottoms with hollows cut out to hold the revolvers. Holes to accommodate four rounds of ammunition each had been drilled in the false bottom. The three pistols were loaded and there were approximately 800 rounds of ammunition.

Police Evidence.

Sergeant Humphries who was on duty searching luggage on the s.s. President Taft on December 31st, last, said that he asked the defendant if he carried any arms or ammunition, and was told no.

Boxes Bought In America.

The defendant said that the boxes were sold ready made in America for $10 each. He did not buy them, but gave the money to his friend to buy them for him. Some of the articles in the boxes were his and the rest belonged to his friend. He did not know that the arms were concealed in the boxes. He had been very ill in America and was advised to come back to China. He had no money and his friend paid his passage.

Sub-Inspector Dorling remarked that the defendant had $376 gold, in money and coins, and a bank draft for $500.

Age Taken Into Consideration.

The Magistrates found the defendant guilty and remarking that it was a serious case imposed an option of a fine of $1,000 or 18 months' imprisonment. In doing so, Mr. Hamilton said that the defendant's age and health was taken into consideration. It was to be made known to the defendant that it was believed that he was a very sick man and he was therefore permitted the option of a fine.

CABBAGES AND KINGS.

SOCIALISM DISCUSSED AT Y.M.C.A.

The first of a series of "fireside discussions" was held in the Members' Lounge of the Y.M.C.A., Kowloon, last evening.

From a set discussion, the proceedings drifted into a form of verbal "cocktail shaking." Nationalisation, education, equality, eugenics, humanitarianism and a score of other "ingredients" were rattled by various speakers and the final result was a mixture of argument, the effects of which were more bewildering than the kick of the most potent Martini ever mixed by a Manhattan barkeeper.

Politics Or Religion.

The opener said that Socialism was a form of religion. At the same time, he could not forbear from launching into an attack upon the capitalists of the world, apparently overlooking the fact that many of the greatest capitalists are yet earnest Christians and big-hearted philanthropists. He pleaded for equality of income and opportunity.

The opener met with spirited opposition, several members stressing the points that such equality would merely result in the elimination of individualism and initiative. Again, the question of individual ability, initiative, and ambition would still arise and the present steps in the social ladder would continue to exist. Utopia would only materialise when the hearts of all mankind were filled with one common ideal of unselfishness. Until then, Socialism would be impracticable and would only lead to chaos.

The next discussion will be upon the subject of "Safeguarding of Industries."

"SHE DID NOT GET MARRIED."

LADY AND HER LANDLORD IN COURT.

"I would not have let her have the flat if she did not tell me that she was going to get married. But after all she did not get married," were the precise words of Mr. H. Ruttonjee at the Summary Court yesterday morning before Mr. Justice P. Jacks, when he sued Mrs. Webb, for the recovery of $387.96 being rent due.

Mr. F. X. d'Almada, Snr., appeared for the plaintiff and the defendant was not present in Court.

Giving evidence Mr. Ruttonjee said that defendant rented a flat at No. 2, Banoo Building, Kowloon. He was claiming the amount due either for occupation or misrepresentation. As to the latter he said that he would not have let out the flat to her if she had not told him that she was going to marry Mr. Donald McBean.

His Lordship gave judgment for the plaintiff with costs.

LADY MISSIONARY'S DEATH.

FIFTY-SIX YEARS' WORK IN CHINA.

Nanchang, Ki, December 29th:—Miss Gertrude Howe, for 56 years a missionary in the Yangtsze Valley, passed peacefully away at the home of Dr. Ida Kahn, her adopted daughter, about seven o'clock this morning. This afternoon's service, entirely in Chinese, was very simple and very impressive. The Chinese coffin was placed in the centre of the platform and at the back of the platform, on either side at the foot of the coffin, in their mourning dress of white sackcloth, knelt her adopted daughters, Dr. Ida Kahn and Mrs. Julia Cheng. There were no flowers, but wreaths of evergreen were placed about the coffin and in the windows. The service was led by the Rev. S. C. Wang.

Miss Howe was born in 1846. Her home was in Lansing, Michigan, and she came to China in 1872. Except for two years in Szechuan she had spent all her time in Kiangsi, first in Kiukiang and then in Nanchang. She started the Rulison High School at Kiukiang 55 years ago, but her peculiar and remarkable contribution was in the children she adopted and educated.

During the last two years of fighting, anti-foreign agitation and communism she remained in Nanchang, the only Protestant missionary during part of that time to stay in the city.

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HANKOW SITUATION WORSE.

GROWING FEELING AGAINST JAPANESE.

STRIKE COMMITTEE'S ORDERS.

[THROUGH REUTER'S AGENCY.]

HANKOW, Jan. 10th.

The anti-Japanese situation here is growing more serious. Following the reported beating up by Japanese marines of one of the distributors of leaflets who was arrested yesterday, and who is alleged to be the brother of the coolie killed by the Japanese naval cyclist patrol, officials of the Bureau of Foreign Affairs and the Japanese Consulate have been in continual conference over the situation.

Meanwhile the anti-Japanese agitation is increasing and the mob seems to be working itself into a frenzy. Some of the Chinese servants and office workers employed by the Japanese have ceased work but the majority are standing fast. All Chinese wharf coolies employed by Japanese firms are on strike.

(*Wah Tsz Yat Pao*).

Strike Regulations.

SHANGHAI, Jan. 10th.

An anti-Japanese strike committee has already been formed at Hankow, which is responsible for the organisation of three corps of pickets, about two hundred in number, who are posted at points along the concession boundaries. The pickets are charged with the duty of maintaining order during the present crisis.

The Strike Committee has issued a decree governing the strikers, viz.:

(1) Those who disobey the orders of the Strike Committee will be sternly punished.

(2) Those who are found to have conspired with the enemy and reactionaries will be treated as traitors.

(3) No Chinese employee is allowed to return to work in a Japanese firm or residence without the consent of the Strike Committee.

(4) No one is allowed to do damage to foreign life or property.

(5) Strikers are forbidden to squeeze money or receive bribes.

A Scuffle.

The anti-Japanese crisis has become more severe, according to the latest message from Hankow. The situation of the Japanese Concession is critical and communications with the outside world have been completely suspended. The Japanese Consul has ordered a further force of Japanese marines to land and defend the concession.

Yesterday night there was a slight clash between the Japanese and the Chinese strikers. The Japanese are reported to have torn down an anti-Japanese slogan posted outside the concession boundary.

HEAVY DEFEAT OF YANG SEN.

A naval wireless message received in Hong Kong from the Upper Yangtsze states that Yang Sen's principal military officials and families, together with a considerable number of his troops, have arrived at Ichang. It is reported that Yang Sen has been decisively defeated by Liu Hsiang.

ABOLITION OF LIKIN.

[THROUGH REUTER'S AGENCY.]

NANKING, Jan. 10th.

The Ministry of Finance has reaffirmed the fact that its policy is the complete abolition of likin in Kiangsu, Chekiang, Anhwei, Kiangsi and Fukien in the course of the next six months. The practice of farming out certain taxes will also be discontinued altogether.

PERSIAN TREATY.

(*Wah Tsz Yat Pao*).

SHANGHAI, Jan. 10th.

The Persian Government has appointed a new Minister to Nanking. It is expected that during this month arrangements will be made to open Sino-Persian negotiations for the conclusion of a new treaty between the two nations.

MOVEMENTS OF NAVAL VESSELS.

January 9th.

H.M.S. Magnolia left Tsingtao for Weihaiwei on January 9th, on which day H.M.S. Cumberland left Singapore for Penang.

The transport City of Marseilles is due at Hong Kong from Singapore at 5 p.m. on Friday, January 11th.

CHINESE CUSTOMS CHANGES.

"TIMES" ON FOREIGN CREDITORS.

EARLY AGREEMENT.

[THROUGH REUTER'S AGENCY.]

LONDON, Jan. 10th.

The *Times* in a leader does not see in the displacement of Mr. Edwardes by Mr. Maze as Inspector-General of Customs a desire to destroy the international character of the Customs administration. It says that China's greatest need is that of foreign capital, and the confidence of foreign lenders depends on the continuance of the present system of Customs administration.

The *Times* considers that China will be well advised to come to some agreement without delay with unsecured foreign creditors, as such a step will immensely improve her credit and help largely to consolidate the present regime.

Mr. Maze was formally installed as Inspector-General at the Shanghai Customs House on Thursday morning.

THE RESIGNATION OF MR. EDWARDES.

SHANGHAI PAPER'S OUTSPOKEN COMMENT.

CUSTOMS AND VENAL INFLUENCES.

Reflection does nothing to dispel the ugly impression caused by Mr. Edwardes' resignation, says the *North China Daily News* in the course of a leading article. When he was appointed Officiating Inspector-General on October 2nd, it was widely reported that the general conditions of the appointment made it impossible for him to accept. He did accept, however, on October 20th, and Nanking simultaneously published a statement that it had no idea of allowing the unity of his authority to be impaired. But the hopes thus raised, that all the gossip and intrigue of which the Customs had been the centre for many months was now happily ended, have been disappointed.

A man does not lightly resign from such a position, especially at the present juncture in China's affairs, when his resignation must have serious international reactions. In respect of the Customs the *noblesse oblige* of loyalty to the Service as a whole is, or ought to be, intensified by the thought of the extreme gravity that must result in these critical days from any scandal attaching to the Service through actions likely to impair its integrity and stability. With every other institution in China rocking to its foundation or actually in atoms, in view of the immense interests that are bound up in the Customs and of its importance to the national credit, the first thought of every member of the staff would naturally be to protect the Service from whatever might weaken its standing. It was not only a question of departmental loyalty and co-operation, but of duty both to foreigners' interests, and those of the Chinese people. If we regret Mr. Edwardes' resigning, we must regret yet more the circumstances which have compelled him to resign.

It is the universal feeling that matters cannot remain as they are. However little they might wish to interfere in China's affairs, the Powers cannot remain indifferent to the crisis that has arisen. The financial interests dependant on the Customs are too great. We are told that, at the back of all things, there is a clique of Chinese politicians who scheme to undercut the system hitherto ruling and get the Customs into their own hands for ends, easily imagined. The present plight of the China Merchants S.N. Co., the attempt to use the Provisional Court in order to get possession of the Sheng Kung Pao millions, the confiscation of the Chungshing coal mines in Shantung, the scandalous story of the Chung Shan road in Nanking, all this but too plainly shows what would become of the Customs if once it were allowed to become a political plaything. Unless these manœuvres are stopped once and for all, Nationalism's high hopes of internal reform and national grandeur become a mere empty dream. We hear rumours of a projected reconstruction loan: indeed, without borrowing, the Disbandment Conference cannot expect successful results. But how will Nanking hope to borrow money if and when the impression gets abroad that the Customs, hitherto looked upon as China's one solid asset, the backbone of her credit, are as much open to venal influences as all the rest? Already the resignation of Mr. Edwardes must have done considerable harm abroad. But if the Chinese faction who have been playing off Mr. Maze against him, are permitted to cut between the two and seize control, then nothing can be seen but ruin alike for the Service and China's credit.

GENERAL ASKED TO RESIGN.

SALVATION ARMY SENSATION.

SECRET LETTER DISCLOSED.

[THROUGH REUTER'S AGENCY.]

LONDON, Jan. 10th.

The Salvation Army Commissioners have declined to confirm to Reuter the report that they have received a letter from General Booth appointing a new council, consisting of Commissioner Higgins, Evangeline and Catherine Booth and two others, to administer the affairs of the Army instead of him. It is pointed out that, under the constitution of the Army, once the High Council is in session neither the General nor anyone else is empowered to make any appointment for the administration of Army affairs, and such a council as suggested would have no authority even if established.

Official Communiqué.

A Salvation Army communiqué issued later states that after the reception of the letter from the General, the High Council resolved to submit to him a resolution, passed by the Council without a dissentient vote, recording their high appreciation of his life and labours.

They join him in gratitude to God for his partial restoration to health and hope that the improvement will be maintained, but the Council is unable to see the practicability of the suggestion of General Booth, realising that it is very unlikely at his advanced age that he can recover sufficiently to take up the burdens under which he collapsed.

Asked To Retire.

The Council requests him to co-operate in securing the future welfare of the Army. "To that end the Council resolves that, the General being, as the doctors assure us, capable of considering important questions and giving decisions thereon, the President, Vice-President and five members of the High Council shall be deputed to see the General and suggest that he now retire from office, retaining the title of General and continuing to enjoy the honours and dignities attaching thereto.

It had been intended to make no communication to the press concerning this resolution until the General had time to receive and consider it, but in view of the fact that the terms of the General's letter had been communicated without the knowledge of the Council to a London journal, the Council had decided to release the resolution for publication."

Great Sensation.

The disclosure of the nature of General Booth's letter is all the more sensational to-day because the Salvation Army communiqué yesterday evening merely mentioned that a letter had been received and gave no inkling of the contents, while the communiqué gave the text of a telegram from the General in reply to a message of greetings from the Council. "I thank you for your telegram and fully reciprocate all you say. May God guide you and bless you all and your homes.

Yours affectionately,

BRAMWELL BOOTH."

MELLON AND THE TREASURY.

RETENTION BY HOOVER.

NEW CABINET DISCUSSED.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, Jan. 9th.

The return of the President-Elect, Mr. Hoover, from his tour of South America, has set the politically-minded Cabinet making.

Nothing, however, has been given out which would suggest real possibilities. The only certainty appears to be Mr. Mellon, the Finance Minister.

Mr. Hoover and Mr. Mellon were in conference for several hours yesterday, and it is believed that they have reached a complete understanding about official relations after March 4th, when President Coolidge's term of office expires.

It is understood further that Mr. Mellon eagerly accepted Mr. Hoover's request to remain at the head of the Treasury, and his retention in that capacity will be welcomed by business men all over the country.

A TURN FOR THE BETTER.

OPTIMISM AT THE PALACE.

GOOD NEWS OF THE KING.

[THROUGH REUTER'S AGENCY.]

LONDON, Jan. 10th.

The King passed a quiet night on Wednesday night and there is little change in his condition.

It is generally conceded in Palace circles that the King has at long last taken a definite turn for the better. The absence of an official morning bulletin is considered a very encouraging confirmation of progress.

Restful Night.

It was stated officially at Buckingham Palace on Wednesday morning that there was still no material change in the King's condition, though His Majesty had spent a fairly restful night.

No morning bulletin was issued, for the second day in succession, and one nightly bulletin is likely to be the procedure in future unless His Majesty takes an unexpected turn for the worse.

It is again emphasised that the progress of the King must of necessity be very slow because of the great loss of strength during a long and exhausting illness.

The following bulletin was issued from the Palace at 8.15 p.m. to-day:

Increased Strength.

"The King has had a quiet day. The local condition makes steady progress. There is a slight increase in strength. No further bulletin will be issued until to-morrow evening."

(Signed) STANLEY HEWETT,
HUGH M. RIGBY.
DAWSON OF PENN.

Much satisfaction is felt that at last a sufficient advance has been made to justify this more definite statement. An increase in strength, even when it is qualified as slight, is important since His Majesty's general condition and the weakness which the continuous strain of such a long and trying illness involves had been for some time the chief anxiety of his doctors.

RESTORE PENNY POSTAGE.

APPEAL TO THE PRIME MINISTER.

HUGE POSTAL SURPLUS.

[BRITISH WIRELESS SERVICE.]

RUGBY, Jan. 10th.

An appeal to the Government to restore penny postage has been made by the Chambers of Commerce, the Federation of British Industries and many other representative organizations. In a letter to the Prime Minister the signatories point out that in the last few years the Government has sought to justify the postponement of this reform on the ground that the Post Office surpluses were required to meet Exchequer needs.

It is estimated that the surplus on postal services for the current year is over £3,000,000. The signatories submit that the first call upon the Post Office revenue should be for the provision of a cheap and efficient service, and they point out that Canada has recently decided to restore imperial penny postage, which New Zealand has enjoyed for some time.

A NEW START IN LIFE.

MOVING YOUTHS FROM THE COALFIELDS.

[BRITISH WIRELESS SERVICE.]

RUGBY, Jan. 9th.

An outline of the work of the Industrial Transference Board in the distressed mining areas was given by Sir John Cadman to-day. Sir John is one of the leading members of the Board, which was formed by the Government for the purpose of finding suitable employment for unemployed workers in a new sphere of life.

The greatest problem of the coalfields is probably that presented by the youth population, hundreds of whom have never had an opportunity of working since leaving school.

Sir John Cadman states that by means of employment exchanges, nearly 700 men, boys and girls are now being moved from the coalfields every week to employment in other places.

He says that throughout the coalfields there is a chain of unemployment centres within easy reach of every unemployed boy between fourteen and eighteen. During 1928, nearly 2,000 boys from these centres have been successfully moved.

The centres are always full and are very popular as the boys and their parents realise that from these centres there radiate many paths leading to new chances in life.

REBELS HOLD THE ADVANTAGE.

FIGHTING CONTINUES NEAR KABUL.

AIR MAIL SERVICE ORGANISED.

[THROUGH REUTER'S AGENCY.]

NEW DELHI, Jan. 10th.

It is announced that the Royal Air Force has evacuated altogether 132 persons by air from Kabul. An aeroplane yesterday flew from Peshawar to Kabul and back with mails as all telegraphs to Afghanistan have been cut. Permission has been given for a weekly air mail service from India to Kabul.

No further news has been received of the fighting in Afghanistan except that the rebels appear to retain the superior position in the attack near Kabul.

AMERICA'S NEW AIR LINES.

INTERNATIONAL SERVICE INAUGURATED.

MISS EARHEART AS PILOT.

[REUTER'S AMERICAN SERVICE.]

MIAMI, Jan. 10th.

America's first international air line, linking five countries, including the British West Indies, with the United States, was inaugurated with the departure of four mail and passenger aeroplanes for Cuba, Haiti, San Domingo, the Bahamas and Porto Rico.

The Postmaster-General was aboard the 'plane for San Juan, while Miss Earhart, of trans-Atlantic fame, piloted the machine for Havana.

SCHNEIDER TROPHY CONTEST.

DETAILS OF THE RACE.

[BRITISH WIRELESS SERVICE.]

RUGBY, Jan. 10th.

This year's international seaplane contest for the Schneider trophy, which was won last year by Great Britain, has been fixed to take place on September 6th and 7th over the Solent. The first day will be devoted to tests of navigability and seaworthiness.

The actual race is over seven circuits of a 50 kilometre triangular course, equivalent to a distance of 218 miles in all, and will take place, weather permitting, on Saturday September 7th.

LIFEBOAT FUND QUARREL.

DISPUTE OVER £32,000 FOR RYE VICTIMS.

Rye, December 12th.—A fierce controversy has sprung up over the distribution of the £32,000 raised by the public for the dependants of the gallant lifeboatmen of Rye Harbour, who gave their lives in the epic drama of the sea last month. This squabble over the money has brought further gloom and misery into the little cottage homes of the widows of these seventeen heroes.

The Mayor of Rye, Mr. Vidler, is credited with a proposal to build houses, to supply a nurse, and provide scholarship for the children and a fortnight's holiday every summer for each of the thirty dependants.

This is bitterly opposed by some of the committee who are co-operating with the trustees of the fund, and is resented by the widows of the ill-fated lifeboat crew. The view of the women is that as the money was subscribed by the public for their use, it should be distributed in equal shares among them.

"We are quite capable of handling this money," said one of the women to me this afternoon, "and it should be handed over to us."

Many subscribers have written protesting against the proposed scheme and have threatened to demand the return of their money if it is not handed to the dependants. One subscriber has offered to supply funds to enable the dependants to take legal action if necessary.

"Sick Of All This Talk."

The Mayor of Rye to-day was invited to discuss the latest phase in this delicate situation. He said frankly that he would not make any further statement. "I am sick of all this talk and agitation about the money," he said. "If people will only leave us alone we shall be able to manage our own affairs."

I met three of the widows of the lifeboat heroes in the cottage of Mrs. Cutting, one of the principal sufferers in the disaster, says a press correspondent. They told me that nothing had grieved them so much since they lost their men as this squabble over the money.

"It seems to us like a squabble over the dead," said Mrs. Smith, whose husband perished in the disaster.

The question of the distribution of the money will be raised at a meeting of the trustees in Rye Town Hall on Friday.

SHOWMAN'S LAST BOW.

FUNERAL OF TEX RICKARD.

LAVISH DISPLAY IN NEW YORK.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, Jan. 10th.

Thirty thousand people crowded the Madison Square Garden and made the last adventure of Tex Rickard worthy of America's greatest showman. The magnificent £3,000 silver and bronze coffin lay in the middle of the polished marble floor of the Garden, which was transformed into a gorgeous bower by palms, roses and orchids.

All classes of society, from top-hatted millionaires down to men with cauliflower ears and dented noses, filed past. Tex Rickard's widow fainted near the coffin and was led away by Jack Dempsey, who was master of ceremonies at the funeral. The crowd were obviously thrilled at the music, prayers and flowers.

THE EGYPTIAN SEASON.

WEALTH AND COMEDY OF ITS TOURISTS.

Cairo, December 15th (U.P.):—Once again Egypt is shaking off festival somnolence and upon all sides there is a rustle of anticipation as the time draws near for the arrival of the first batch of tourists who flock to Egypt in thousands every winter. Guides or dragomen, as they are called, bring out their most colourful robes and turbans to catch the eye of Transatlantic visitors, especially ladies, whose minds are full of the sheik romances of the cinematograph. Hawkers lay in stocks of glittering beads, brass ornaments, and a variety of cheap curios most of which are specially manufactured in Europe, whilst there is a brisk business in Egypt itself in the making of scarabs and other "antiquities." So accurate are some of these forgeries that even experts are sometimes deceived.

Already Shepheard's, that famous hotel known to everyone who has ever been there, has opened its doors in readiness for the reception of the visitors, and the tourist companies have mobilised their army of servants of every rank. The organisation of the tourist traffic has been brought to a high pitch of perfection. Every year, during the summer, a meeting is held in London of representatives of the principal hotel, steamship, railway, and tourist companies, at which delegates of the Egyptian State Railways are also present. Estimates are made of the probable number of visitors for the coming season and detailed arrangements are made for the co-ordination of the various public and private services. Each big batch of tourists is carefully timed to arrive and depart without involving the overlapping which would lead to confusion and overcrowding, and steamships and railways follow a minutely arranged timetable.

The arrival of a big steamer like the Mauretania is a sight well worth seeing. Under the direction of a number of tourist agents' officials, commanding a battalion of porters and other servants, the tourists are divided up into platoons, each tourist receiving a numbered badge. They are then taken through the customs house with remarkable celerity and shepherded into a special train, their only personal care being such small hand luggage as they insist upon keeping with them. At Cairo they are again marshalled in platoons, deposited in motor cars, and omnibuses, and swiftly carried to their hotel, where they proceed to rooms according to numbers previously assigned to them and find their luggage already waiting for them ready for unpacking. Departures are carried out with the same system and precision such as a General of Army Transport might envy, and it is no uncommon occurrence for as many as five hundred tourists to arrive at a hotel from which an equal number have departed on the same day.

Visitors from Germany and Central Europe are once again coming to Egypt in considerable numbers, but Americans are the most numerous. This is not only because Americans are wealthier than Europeans, but because they have made a much greater advance in the organising "uplift parties" for teachers, etc., thousands of whom come to Egypt every year, in addition to large numbers of retired business and professional men with their families and their guide books.

The lure of the East affects some of these tourists with startling results. An American lady who came to Cairo last year fell madly in love with a street seller of lemonade who she insisted was the reincarnation of her dead fiance. She offered him a big sum of money to marry her and return with her to her country, but fearing the consequences the lemonade-seller took her to the police and was arrested for his pains. He was subsequently released and the lady was sent home in charge of her friends.

PROSPERITY OF AUSTRALIA.

BRITISH COMMISSION'S ADVICE.

LIMITATION OF IMMIGRATION.

[THROUGH REUTER'S AGENCY.]

SYDNEY, Jan. 9th.

That Australia's desire for development has led in recent years to the spending of far too much money on schemes which have not been and, at the present time, could not be profitable is the unanimous opinion of a British Financial Mission, which has just submitted a report to the Australian Government.

The development schemes specified have, the Mission state, been undertaken regardless of their probable financial and economic results, and money has been spent which could have been diverted into more profitable channels.

Able Chairman.

The group of financiers and business men who are members of the Mission are headed by Sir Arthur Duckham, the famous civil engineer, who has specialised in engineering connected with chemical developments, and who has travelled all over the world in connection with engineering schemes.

The Mission, in the course of its investigations in Australia, has travelled over 20,000 miles, and has conferred with the Commonwealth Government, the Governments of the various States, many public bodies, including Labour organisations, producers, traders' associations and so on.

Commission's View.

Their report says that the financial position of Australia seems thoroughly sound, in spite of the expenditure criticised, inasmuch as the revenues are ample to provide for public services and to repay the interest of the sinking fund of the public debt.

The Mission recommends, among other things:

(i.) A re-modelling of the two two Navigation Acts.

(ii.) The limitation of the protective tariff where it supports inefficiently organised industries.

(iii.) The introduction as rapidly as possible of uniformity of Federal State income tax.

(iv.) The functioning of the Arbitration Courts only as a last resort.

(v.) The introduction of a uniform gauge on the railways.

(vi.) The encouragement of immigration only in proportion to Australia's powers of absorption.

The Mission concludes by expressing the opinion that it would be inopportune at the present time to attempt to increase migration from Great Britain, and emphasises the fact that Australia's exports of manufactured goods are practically negligible.

Telegrams in Brief.

The Supreme Court at Leipzig after a lengthy trial taken *in camera*, has passed sentence of five years' penal servitude on Captain Lembourn, a Danish officer, who was arrested recently near the German-Danish frontier on a charge of espionage. A German woman typist, who was alleged by the prosecution to have assisted Captain Lembourn, was sentenced to three years' imprisonment.

With the approval of all the Empire Governments concerned, the Eastern Associated Telegraph Companies have nominated Sir Basil Blackett as chairman, and the Earl of Clarendon as a director, of the proposed Communications Company.

Dr. J. C. Ferguson's controlling interest in the *Sin Wan Pao*, with which he has been connected since 1889, has been bought by a group of Chinese bankers. Mr. Holling Tong acted as intermediary. The *China Press* states that the consideration involved is reported to be $800,000.

Belgrade was *en fete* to-day on the occasion of the birthday of the Queen. Thanksgiving services were held in all churches. Their Majesties and leading officials attended the Cathedral in state, passing through great throngs in spite of the severe cold. The Royal procession was warmly cheered. The occasion was one of some importance since this was the first public appearance of King Alexander since his political coup a few days ago, as the result of which the Jugo-Slavian Parliament has been suspended.

The Dutch paper *Telegraaf* declares that neither the Dutch Government nor the Dutch rubber producers will have anything to do with the plans of the banker, Heer Kloppenburg.

CRICKET NOTES.

THE "ASHES" RETAINED.

Englishmen all the world over will have heard with delight of the victory of Chapman's team in the third Test Match. By winning the first three matches off the reel, the "Ashes" are retained by England. Most but perhaps not all of my readers will recollect that the phrase refers to the "Ashes of English cricket"—and a rather bitter or pessimistic jest made at the time when the Australian eleven first definitely had the better of England. At the beginning of the last day's play in the recent game, the result must have seemed a foregone conclusion. But when Hendren, Chapman and Tate came tumbling out, there must have been desperate excitement. True, the odds were still enormously on England. But the game is never lost until it is won, and many cricket enthusiasts must have recalled a similar situation in 1870 when Oxford, with Hill well set, wanted a similar number of runs (four), with three wickets to go. Hill scored a single from Cobden, and then the latter finished the innings with a hat-trick, and Cambridge had won what has ever since been known as "Cobden's Match" by 2 runs.

The winning of the rubber will in some way rob the remaining matches of some of their interest. I do not think, however, that the English team will slack off in any way, or be altered very largely. We still require two victories to make our total of wins equal to that of Australia. And besides, so much has been said by the critics at home of the decadence of English cricket as compared with the game in Australia that Chapman and his men will probably go all out to prove the critics wrong.

The League.

Turning to the usual weekly review of the Senior Division, things started moving last Saturday. The K.C.C. had considerably the worst of the game against University and on their own ground too! That their bowling would be weak was evident early in the season, but one hardly realized how weak it would become, especially when Goodwin has a bad patch as at present. I confess I am surprised E. F. Fincher does not go on a bit earlier though his length is rather uncertain. In fact, if it were not for the batting of Brace, Ramsay, and E. F. Fincher, the K.C.C. would be in a bad way. E. C. Fincher seems dead out of form this season, but it is to be hoped he will recover later. I don't think he has ever played quite such good cricket for Kowloon as he did for the C.S.C.C.

Musson and Leach, with some others, beat Craigengower fairly comfortably on what was not too good a pitch. Fritz had bad luck as he seemed to be caught off his shirt-sleeves! The ball went right up head high, and I'm morally certain it did not touch his bat. Still, as he himself remarked, it was his own fault for not rolling them right up.

Some people, who should have known better, rather scoffed when the C.S.C.C. were all out for 80. It was not a good performance but the wicket had been far too heavily watered and the ball stopped on it for a moment and then rose up straight. No less than four bats were caught at forward short leg in excellent style by W. C. Hung off Ching who was keeping an excellent length and coming right across from the off. Evans and de Rome saved the side, the former's stand with Kelly for the 8th wicket saving the game. Set with 81 to get the C.R.C. never looked like winning. Baker could not get his direction in his first over and conceded 11 runs, all to H. Hung. Then five wickets fell for 1 run—a dropped catch in the deep. W. Hong Sling along put up a fight and played an excellent and gallant innings until Ling got a real peach past his defence, which took the off stump about half-stump high. Small as the score was it would have been much smaller if Baker and Kelly were steadier in their direction. Both can be excellent on their day, but the moment the latter starts pitching well outside the leg stump, or the former inside the off and middle, there is big trouble. And the difficulty is enhanced by the fact that they can't get out of it with one ball only. The remedy is, of course, quicker changes. The C.S.C.C. have so many bowlers that there is no time to perserve with one off form Kelly, however, bowled better than he has done for some time. The fielding on both sides was quite good. The C.S.C.C. in particular have improved vastly in the last two years. It is only fair to note, *re* the wicket, that their Green Ranger has been, and is, in hospital.

Second Division.

The R.E. and Signals thanks to the C.R.E. were altogether too much for the Police. Col. Wyatt was very much a Triton among Minnows (or perhaps I should say a sovereign among coppers!), and dominated the entire game. Lacey alone could make any show and played a plucky knock for 39. I cannot help thinking he'd bowl better in spikes—for as far as I could see he was playing in rubber soles, and seemed to lose control a little when delivering the ball.

(Continued on next Column).

LAWN TENNIS.

SOME INTERESTING DOUBLES MATCHES.

Judging by the present activity of the various clubs, and players generally, unusual interest is being taken in the forthcoming Open Championships organised by the Hong Kong Cricket Club. Recently a strong Chinese team beat the United Services Recreation Club by a narrow margin, each being represented by three doubles pairs who played the best of three sets. Two more matches of the same kind have been arranged for this month, the Kowloon Cricket Club meeting the United Services Recreation Club on the 20th at the former's courts, and the Chinese Recreation Club meeting the U.S.R.C. also on the 27th on their own courts.

In view of the fact that many strong pairs are appearing in these matches, some excellent play should be seen. Among those participating are the Fincher brothers, Ng Sze Kwong and Ho Ka Lau, Dr. Tottenham and Major Lucas, Goldman and McEachran, and the Lo brothers.

LOCAL FOOTBALL.

KOWLOON F.C. v. QUEEN'S REGIMENT.

The following have been selected to represent the Kowloon 1st XI. *v.* Queen's on Kowloon Football Club ground, on Saturday, kick off at 4 p.m.:—

Angus, Snr.; Guest, Pile; Hedley, Easterbrook, Robson; Clemo, Davies, Spary, Miles, Baldwin.

Reserve: Hast.

KOOWLN RES. v. POLICE 2ND XI.

The following have been selected to represent the Kowloon 2nd XI. *v.* Police 2nd XI. on St. Joseph's ground, on Saturday, the 12th inst., kick off at 2.30 p.m.:—

Angus, Jnr.; Moore, Hast; Campbell, Nicholls, Blacklock; Hannan, Waddington, Moss, Dunnett, Eastman.

Reserve: Seddon.

HOCKEY.

Y.M.C.A. II. *v.* UNIVERSITY II.

Kowloon Y.M.C.A. 2nd XI. drew in a spirited match with the University 2nd XI. yesterday afternoon. Neither side managed to score.

The H.K.C.C. 2nd XI. had a day out against the Hong Kong Electric and Armstrong is to be congratulated on his century. The Club really got going and 195 for one is pretty useful. James and Co. then tattled the others out. A cheerful match, and after all St. George's only comes once a year, doesn't it?

The Civil Service wanted their win against R.A.O.C.—the present wooden-sponerisms — (or whatever the noun is)—of the League. It was rather a colourless match and the C.S.C.C. have a bad tail, which wants improving.

League Positions.

I cannot see anyone with a chance to push the Club out of first place in the Senior Division. On paper Navy have a chance, but I doubt it very much.

The position is much more interesting in the Second Division as R.E. and S. are treading hard on the heels of I.R.C. II., while H.K.C.C. 2nd are not far away. I don't think anyone else has much of a look in, though University 2nd could draw level by winning all the rest of their games.

Friendlies.

The Club were all over the I.R.C. first eleven in what is reported to be a friendly match. After the first three wickets everyone laid about freely. The Indian batting seems to have gone off tremendously and they failed to reach the century. Cricketers will be glad to see Lightfoot back. I think it was Sir R. E. Stubbs who referred to Hong Kong as a place which makes two colonels grow where only one grew before; anyway Lightfoot is not a major any more. I am given to understand that his promotion has not effected his bowling. Congratulations!

The University Second carried on absurdly long against I.R.C. "B" at Pokfulam. It is well nigh impossible—in December at all events—to make over two hundred on a Saturday afternoon and then get your opponents out. (That is, barring freak scoring). It may be necessary to go on to about 190 against a fine and fast-scoring batting side—but I should hardly regard the Indians' second string as such.

There was a most sporting finish to the Navy-Recreio match and the Sailors got home. The Portuguese team have struck a bad patch.

Suggested Game.

It has just occurred to me that quite an interesting game among the Services would be between Commanders, R.N., and Lt.-Colonels—(I believe the ranks correspond) on the one side and the rest of the United Services on the other. Baker, Pelly, Christian, Wyatt, Robinson, Skinner and Lightfoot make a useful nucleus. Of course, ranks senior to these are included. I submit the idea to my Service friends for what it is worth.

R. ABBIT.

HOME FOOTBALL.

TO-MORROW'S F.A. CUP MATCHES.

TEAMS IN COMPETITION.

Thirty-two matches are down for to-morrow in the third round, competition proper, of the Football Association Cup. First and Second Division teams are all engaged in the Cup competition. The majority of Division III teams are also in the programme, but League matches will be possible in the case of a few who are free.

Of the twenty-two Division I teams playing in the competition, nine play at home and a similar number away, four of the latter meeting opponents in their own section. The matches between teams of different divisions are (home teams first), Aston Villa *v.* Cardiff, West Ham *v.* Sunderland, Burnley *v.* Sheffield U., Birmingham *v.* Manchester City.

Blackburn, Bolton, Arsenal and Derby County are at home to the Second Division teams Barnsley, Oldham, Stoke and Notts County respectively. Liverpool, Manchester United and Everton are away to the Second Division teams Bristol City, Port Vale and Chelsea respectively.

Leicester, Bury, Huddersfield and Sheffield Wednesday are away to the Northern Section teams Lincoln, Darlington, Chesterfield and Wigan respectively. Portsmouth, at home, meet the Southern Section team Charlton. Newcastle and Leeds United are away to the Southern teams Swindon and Exeter respectively.

Matches between Division II. teams are Southampton *v.* Clapton Orient, Reading *v.* Tottenham, Notts Forest *v.* Swansea, Hull City *v.* Bradford, Grimsby *v.* West Brom.

Midldesbrough, Blackpool and Preston North End are away to the Southern teams Walsall, Plymouth and Watford respectively. Millwall are at home to Northampton, Wolves to Mansfield Town.

Inter-section matches in Division III are Luton *v.* Crystal Palace, and Bradford City *v.* Stockport. Bournemouth travel North to Accrington. Norwich are at home to the Corinthians.

A great attraction will be the meeting of those well tried Cup fighters Aston Villa and Cardiff. Blackburn (Cup holders) receive a lower Division team. Sheffield United, who put up a strong fight last season, are visitors at Burnley, this being also a good tie with the odds in favour of the latter.

The full list of matches in the Cup competition and between Third Division teams free to take part in League matches—some further fixtures are possible in the two Sections—are given below together with the fixtures in the Scottish League.

F.A. CUP MATCHES.

(Third Round).

Aston Villa	*v.*	Cardiff.
West Ham.	*v.*	Sunderland.
Burnley	*v.*	Sheffield U.
Birmingham	*v.*	Manchester C.
Blackburn	*v.*	Barnsley.
Bolton	*v.*	Oldham.
Arsenal	*v.*	Stoke.
Derby	*v.*	Notts C.
Bristol C.	*v.*	Liverpool.
Port Vale	*v.*	Manchester U.
Chelsea	*v.*	Everton.
Portsmouth	*v.*	Charlton.
Swindon	*v.*	Newcastle.
Exeter	*v.*	Leeds U.
Lincoln	*v.*	Leicester.
Darlington	*v.*	Bury.
Chesterfield	*v.*	Huddersfield.
Wigan	*v.*	Wednesday.
Southampton	*v.*	Clapton O.
Reading	*v.*	Tottenham.
Notts For.	*v.*	Swansea.
Hull	*v.*	Bradford.
Grimsby	*v.*	West Brom.
Millwall	*v.*	Northampton.
Wolves	*v.*	Mansfield
Walsall	*v.*	Middlesbro'
Plymouth	*v.*	Blackpool.
Watford	*v.*	Preston.
Luton	*v.*	Crystal Pal.
Norwich	*v.*	Corinthians
Bradford C.	*v.*	Stockport.
Accrington	*v.*	Bournemouth.

ENGLISH LEAGUE.

Division III. (Southern).

Brighton	*v.*	Bristol R.
Coventry	*v.*	Gillingham.
Merthyr	*v.*	Newport.

Division III. (Northern).

Ashington	*v.*	Crewe.
Barrow	*v.*	Rotherham
South Shields	*v.*	Tranmere.
Wrexham	*v.*	Hartlepools.

SCOTTISH LEAGUE.

Division I.

Aberdeen	*v.*	St. Mirren.
Airdrie	*v.*	Third Lanark.
Ayr	*v.*	Hearts.
Clyde	*v.*	Motherwell.
Dundee	*v.*	Kilmarnock.
Hamilton	*v.*	Falkirk.
Hibernians	*v.*	Cowdenbeath.
Partick	*v.*	Celtic.
Queen's Park	*v.*	Rangers.
Raith	*v.*	St. Johnstone.

GOLF.

ROYAL HONG KONG GOLF CLUB.

FIXTURES FOR 1929.

JANUARY.

19-20 Bogey Pool.
20 Junior Championship (first round).

FEBRUARY.

2- 3 Captain's Cup.
3 Junior Championship (second round.
9-12 China New Year Meeting.
16-17 Bogey Pool.
17 Junior Championship (semi-final).
18-19 Military Golf Meeting.

MARCH.

2- 3 Captain Cup.
3 Junior Championship (final).
16-17 Bogey Pool.
20-April 1—Easter Meeting and Shanghai Visitors' Cup.

APRIL.

6- 7 Captain's Cup.
20-21 Bogey Pool.

MAY.

4- 5 Captain's Cup.
18-20 Whitsuntide Meeting.
24 Empire Day.

JUNE.

1- 2 Captain's Cup.
3 King's Birthday.
15-16 Bogey Pool.

JULY.

6- 7 Captain's Cup.
20-21 Bogey Pool.

AUGUST.

3- 5 Happy Valley Summer Meeting; including Championship H. V. and Captain's Cup.
17-18 Bogey Pool.

SEPTEMBER.

7- 8 Captain's Cup.
21-22 Bogey Pool.

OCTOBER.

1-31 St. John of Jerusalem and British Red Cross Trophy.
5- 6 Captain's Cup.
12-14 Autumn Meeting.
19-20 Bogey Pool.

NOVEMBER.

1 Entries close for Championship, Jasper Clark Cup, Governor's Shield and G. M. Young Cup.
2- 3 Captain's Cup.
11 Armistice Day.
16-17 Bogey Pool.
17 St. George's and St. Andrew's Societies.
24 Jasper Clark Cup and Qualifying Round for Championship.

DECEMBER.

7- 8 Captain's Cup.
8 First and Second Round of Championship.
15 Semi-finals of Championship.
21-22 Bogey Pool.
22 Final of Championship.
24-26 Christmas Meeting.

The Officers.

The Officers for the year are as follow:—

Captain:—Mr. L. S. Greenhill.

General Committee:—Mr. L. R. Andrewes, Mr. E. Davidson, Mr. H. U. Ireland, Mr. J. D. Kinnaird, Mr. K. S. Morrison, Mr. C. L. Sandes, Mr. H. G. Sheldon, Mr. N. L. Smith and Mr. G. E. Towns.

SUB-COMMITTEES.

Fanling (House):—Mr. K. S. Morrison (Convener), Mr. L. R. Andrewes and Mr. C. E. Holmes.

(Green):—Mr. L. S. Greenhill (Convener), Mr. H. G. Sheldon and Mr. N. L. Smith.

Finance:—Mr. C. L. Sandes and Mr. G. E. Towns.

Competitions:—Mr. H. U. Ireland.

Handicaps:—Mr. H. G. Sheldon and Mr. A. D. Humphreys.

Happy Valley:—Mr. J. D. Kinnaird (Convener), Mr. A. Macfarlane, Mr. F. E. Booker and Mr. P. Morrison.

Deep Water Bay:—Mr. G. E. Towns (Convener), Lt.-Comdr. W. D. Brown, Mr. B. J. Lacon and Mr. C. R. M. Young.

JUNIOR CHAMPIONSHIP.

Draw for match play stages:—

S. T. Butlin *v.* D. J. Gilmore.
M. G. Mills *v.* N. K. Littlejohn.
H. Spicer *v.* T. L. Christie.
R. A. Campbell *v.* A. O. I. Bowker.
R. K. Hepburn *v.* A. Leach.
T. C. Monaghan *v.* Major Beamish.
D. Forbes *v.* T. Ramsay.
J. Smith *v.* N. Croucher.

First round on January 20th, 2nd round February 3rd, semi-final February 17th, final March 3rd. (All round may be played earlier by mutual agreement).

TO-DAY'S WIRELESS PROGRAMME.

BROADCAST BY G.O.W. ON 350 METRES.

1.48 p.m.—Weather Report.
5.30 p.m. to 6.30 p.m.—Demonstration Programme.
7.48 p.m.—Evening Weather Report.
8 p.m. to 10.30 p.m.—Evening programme (H.M. and Victor Records).
10 p.m.—News Bulletin.
10.30 p.m.—Close down.

NEXT KWANTI MEETING.

HANDICAPS AND PROGRAMME.

FOR JANUARY 19TH.

We give below the handicaps and the programme for the Kwanti Steeple Chase Chinese New Year Meeting on Saturday, January 19th. The order of races, it will be noticed have been amended.

THE RACES.

1.—January Plate.

About 1¼ Miles on National Course.

Winner $75, 2nd $25. For China Ponies. Weight for inches as per scale. Winners at Kwanti this season of two races, 10 lbs. penalty, of one race, 5 lbs. penalty. Non-winning starters this season allowed 3 lbs. Entry $5.

2.—New Year Maidens.

About 1 Mile on Inside Course.

Winner $75, 2nd $25. For all China Ponies that have never won a steeplechase. Weight for inches as per scale. Ponies that have started this season at Kwanti allowed 5 lbs. Entry $5.

3.—Winter Handicap.

About 1¼ Miles on National Course.

Winner $75, 2nd $25. For China Ponies. Entry $5.

4.—Grand Military Cup.

About 2¼ Miles on National Course.

For a Challenge Cup presented by Sir Victor Sassoon, Bart. to be held for one year. Winner to receive a replica of the Cup, 2nd $50. For China Ponies the property on January 1st, 1929 of Officers of H.M.'s Forces or Members of H.K.V.D.C. Weight for inches as per scale. To be ridden by Officers of H.M.'s Forces or Members of H.K.V.D.C. Entry $5.

5.—"Good Resolution" Stakes.

Once Round on Inside Course.

Winner $75, 2nd $25. For China Ponies that have started at Kwanti this season. Weight for inches as per scale. Winners this season at Kwanti of an open race 12 lbs. penalty, of any race 7 lbs. Ponies that have started at this meeting allowed 5 lbs. Forced Entry $5.

HANDICAPS.

JANUARY PLATE:—Aristophanes, 155 lbs.; Blotting Paper, 152; Caviare, 158; Craigavad, 150; Durham, 152; Lock Rannock, 152; My Lady, 168; Old Man River, 155; Skipper, 155; Solitaire, 155.

NEW YEAR MAIDENS:—Bay Rum, 155 lbs.; Boukra, 155; Chicot, 153; Chokra, 152; Fire Call, 150; Grey Mist, 152; Knave of Diamonds, 155; May, 150; Movanagher, 155; Newfoundland, 153; Pekin, 158; Sea Hawk, 152; Sheila, 147; Tamerlan, 147; Target, 153; Wowser, 155.

WINTER HANDICAP:—My Lady, 168 lbs.; Caviare, 158; Borderer, 155; Blotting Paper, 155; Lock Rannoch, 152; Little River, 150; Pekin, 150, Tap Siac, 150; Siang River, 150.

GRAND MILITARY CUP:—Ace of Spades, 158 lbs.; As You Like It, 158; Cumberland, 158; Dumbell, 158; Grey Eyes, 155; Honeymoon, 155; James Pigg, 155; Kiangsu, 158; Little River, 155; Tommy, 158.

"GOOD RESOLUTION" STAKES:—Ace of Spades, 170 lbs.; Aristophanes, 158; As You Like It, 158, Bay Rum, 155; Blotting Paper, 155; Borderer, 162; Boukra, 155; Caviare, 161; Chicot, 158; Chokra, 152; Craigavad, 158; Cumberland, 158; Dumbell, 165; Durham, 155; Fire Call, 155; Grey Eyes, 162; Grey Mist, 152; Honeymoon, 155; James Pigg, 167; Kiangsu, 158; Knave of Diamonds, 155; Little River, 167; Lock Rannock, 155; May 155; Movanagher, 155; Mowgli, 155; My Lady, 173; Newfoundland, 158; Old Man River, 155; Pekin, 158; Sea Hawk, 152; Sheila, 152; Siang River, 155; Skipper, 155; Social Call, 155; Solitaire, 158; Tamerlan, 152; Tap Siac, 155; Target, 158; Tarzali, 155; Tommy, 158; Wowser, 155.

MR. TSUNEO MATSUDAIRA.

NEW JAPANESE AMBASSADOR TO LONDON.

Mr. Tsuneo Matsudaira, the newly appointed Japanese Ambassador to London, *is among the passengers* due to arrive at Hong Kong to-day from Tokyo on the N.Y.K. Atsuta Maru. Mr. Matsudaira, who is *en route* to take up his new post, will be accompanied by a few Aides who will join the staff of the Embassy in London.

Mrs. Matsudaira travelled with the Ambassador as far as Kobe, and then returned to spend the winter with their family at Tokyo. She will probably proceed to London in June with their younger son and daughter.

BRITISH INDUSTRIES FAIR.

EMPIRE PRODUCTS TO BE ON SHOW.

A HEALTHY TRADE MOVEMENT.

The British Industries Fair tends to become increasingly important to Colonial manufacturers and business men each year. To be held in London and Birmingham from February 18th to March 1st, the forthcoming Fair is expected to be the largest and most representative ever held and will attract manufacturers, producers, and buyers from all over the world.

In London will be shown the latest developments in the chemical industry: new textiles, clothes and foodstuffs; the best pottery and glassware that the country can produce; leather and leather goods that are unbeaten for quality; scientific, photographic and wireless equipment; stationery and office equipment; new designs in jewellery; sports goods—acknowledged to be the best in the world—and toys that beat the German productions.

Engineering And Metal Goods.

In Birmingham there will be the products of the heavier industries—machine tools, quarry and mine equipment, electrical installations for factory and home, gas and oil engines, construction materials, hardware, and metal and hemp goods.

In addition to the usual display of produce and raw materials, the Canadian Government has undertake to utilise a hall with a floor area of 10,000 square feet for the use of Canadian manufacturers and Canada's effort in this direction will be her greatest since the British Empire Exhibition at Wembley, although this is the first occasion upon which the Canadian Government has participated in the British Industries' Fair.

The Empire Marketing Board will be well represented by the Home Country and Northern Ireland, Canada, Australia, New Zealand, South Africa, India, the East African Dependencies, the Irish Free State, Southern Rhodesia, British Guiana, the West Indies, Mauritius and Sierra Cyprus, the Gold Coast, Malay States, Leone. There can be no doubt as to the benefits to the Dominions and Colonies to be derived from the Fair. This is proved by the increasing use made of the Empire Marketing Board's section.

A Common Meeting-Ground.

The Fair is a marked departure from the more stereotyped form of industrial exposition. It does not consist of a mere conglomeration of retail bargain stalls where shoppers are induced to speculate trifling sums. Instead, it has been described by Lord Strathspey as "the common meeting-ground of the Empire's business men."

New British industries are built up there; markets are found for Empire products for which hitherto there has been no demand; British firms which have no salesmen in the Dominions and Colonies, and firms in the Dominions and Colonies which have no permanent buyers in England are brought into touch for the first time and foreigners who flock to the fair come into direct contact with the representatives of the Empire producers.

The final result is a fillip to world trade which may eventually mean the re-writing of the text-books on commercial geography.

The buyer who visits the Fair from overseas will not only be able to see in a fortnight all the most saleable goods that British and other parts of the Empire can offer, but he will also know that he is helping the marketing of the produce of his own country or Colony.

BILLIARDS.

Y.M.C.A.

E. R. Ponsford	200
W. R. Hillier	103
W. Taylor	138
W. Fogwill	153
C. Pile	125
T. J. Richards	135
Total	854

Chinese Y.M.C.A.

Kwok Siu Cheung	148
Yeung Pak Nin	200
Yick Tat Ting	200
Leung Kah Chan	200
Lo Hau Kan	200
T. C. Cheah	200
Total	1,148

Breaks:—
Kwok Siu Cheung 40
Ponsford 28

Chinese Y.M.C.A. won by 294 points.

GAS THREAT TO COLOGNE.

Berlin, Dec. 16th:—The 650,000 citizens of Cologne have just discovered that more than twelve tons of the strongest war-time poison gas is buried near the city. The Socialist deputies representing Cologne intend to raise the matter in the Prussian Diet. They declare that the amount is sufficient to kill the entire population of the city. The gas was buried by the authorities ten years ago.—B.U.P.

TROUBLES ON GRAND CANAL.

BLOCKED IN NARROW PLACES FOR MONTHS.

WATER DRAINED INTO PADDY FIELDS.

Tsingkiangpu, Ku., December 30th:—The Grand Canal between Chinkiang and Tsingkiangpu, a section over 100 miles long, has for centuries been the one channel of communication with the outside world for North Kiangsu, but in recent years its usefulness has been growing less and less. During the winter months, the water becomes too low for the larger boats and consequently some of them get wedged into the narrow places in the channel where other boats cannot pass them. This creates a block which often continues for months, causing great inconvenience to commerce. For weeks, now, the channel has been blocked above Knoyu.

This waterway is a most important factor in the commercial life of this part of China, and constant effort has been made and much money spent in an effort to keep the canal open. In many places, its high banks are faced with stone as a protection in time of high water and dredges are constantly at work in low water, deepening the channel, but so far, these efforts have proved futile. Conditions are becoming worse.

A Pressing Problem.

The canal skirts several lakes, but its principal supply of water is from the Hwai River as it issues from Hungtse Lake. The silting up of the channel, the uneven rainfall, and the unregulated use of water in the rice fields bordering the canal, make this a problem for the experts, but, if the canal is to be used as the main outlet for this section and its improvement is feasible, it is absolutely necessary that something more should be done to improve the channel and to control the water supply. This waterway furnishes the cheapest transportation to the outside markets, and, measured by the benefits to the greatest number, its improvement is one of the most pressing problems confronting the people at this time.

Ordinarily, the trip from Chinkiang to Tsingkiangpu can be made by house-boat in four or five days. When the water is high enough, a tug line is maintained, but it carries on under many difficulties. A motorbus line recently has been established, which carries passengers about half the distance, but, as they run only in good weather and carry only passengers, it cannot be relied on to relieve the interrupted service. People reaching Tsingkiangpu from Chinkiang this week report that they were compelled to change their mode of travel eight or ten times.

Chamber Of Commerce Perturbed.

The Chamber of Commerce here and, it is reported, at other cities also, is of the opinion that, unless some improvements are made, there is little hope for development of business in the near future. They are beginning to discuss and to plan for the building of a railway. During the first years of the Republic, an effort was made to build a railway through this section and six miles of it was actually built at Tsingkiangpu, but for some reasons the money was not raised and the scheme was never put through. The need still exists and the people are reviving the subject again.—*North China Daily News.*

CINEMA NEWS.

"BUTTONS" COMING TO QUEEN'S.

Jackie Coogan returns to the Queen's on Sunday and Monday in his latest picture, "Buttons," an exciting story of life on a liner. He plays a page and Lars Hanson, the ship's captain. Gertrude Olmsted, Polly Moran, Paul Hurst, Roy D'Arcy are also in the cast.

The picture was staged in a lavish manner, much of it being filmed aboard ship.

"On Your Toes" At The World.

Reginald Denny is to be seen to-day and to-morrow at the World in "On Your Toes." He gives up his occupation as a dancing master to become a prize fighter but is too good-natured to knock out his opponent. When he fights for the championship of the world, his manager and sweetheart conspire to make him angry so that he really goes for his opponent.

"Safety Last": To-day, At Star.

Harold Lloyd in "Safety Last," is the chief attraction at the Star to-day and to-morrow. "Safety Last" is often said to be Lloyd's best comedy. The first part contains many amusing scenes and the second part is taken up for the most part by scenes of the star climbing the side of a twelve story building for a wager.

THE DOLLY VARDON HAT SHOP

JANUARY SALE.

St. George's Building. Chater Road.

PAMELA

"Sports Dress," which may, however, be worn for almost any day time occasion now-a-days, occupies a very important place in the present mode.

The jumper suits worn by well dressed women are as carefully cut and designed as a ball gown.

"Matita" suits are the creation of an expert and an artist.

13, Queen's Road Central.

EVE

JANUARY SALE.

Afternoon and Evening Frocks, Jumper Suits, Hats, Flowers and Accessories.

PEDDER STREET

OPPOSITE HONG KONG HOTEL.

ALL GOODS ARE OFFERED AT SPECIAL SALE PRICES.

THE PIONEER SILK STORE

THREE PIECE PYJAMA SUITS NEW HAORI COATS AND KIMONO EMBROIDERED IN GOLD AND SILVER.

20 Shades of MARBLE CREPE.

"SANDETTEES"

SHOES FOR CHILDREN

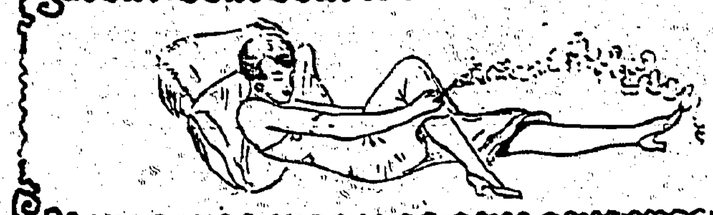
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VOL-CREPE SOLES.

Vol-crepe is a modern rubber which will not spread or permanently distort, also it does not slip like ordinary Crepe Rubber.

LANE, CRAWFORD, LTD.

CHILDREN'S SECTION—GROUND FLOOR.



The WOMAN'S PAGE

THE NEW SPORTS DRESS.

ITS VARIETY AND VALUE.

There is more variety about the newest sports and country clothes than there has been for some time. So much so, indeed, that the people who look their very best in heavy, rough tweeds, and the people who feel unhappy in anything which has no suggestion of softness about it, have equally good reasons for feeling pleased.

Another school of sartorial thought prefers the tweed cardigan suit, with a jumper and small triangular scarf made in a very soft and light yet rather thick-looking woven material. If the suit is neutral or sombre in colour the jumper and scarf are very gay. If the suit is fairly bright the jumper and scarf are quieter.

Jerseys Like Tweed.

Many of the newest jerseys simulate the appearance of tweed with remarkable skill. They have all the lightness of the original jerseys, but are more like tweed in the way they keep their shape, as well as in their textures and colourings.

Beige Or Bright Colours.

As far as colour is concerned, most of the tweeds and jerseys are more conservative than those we wore in the spring and summer. Almost the only exceptions to these are the cardigan suits I have already mentioned, where deep crimsons, fairly vivid greens, and warm tones of rosy beige and cinnamon are used.

"Matita" Suits.

Pamela has just received some more "Matita" jumper suits, which are all designed with an individual cachet and a twist of originality which makes them very desirable garments. There is, for example, a suit the jumper of which is woven in rust red Angora, while the skirt is a sort of hopsack material speckled in rust red and beige. A tie of the skirt material finishes the jumper at the neck and it has a band of the same to prevent stretching at the hips.

Novel Yoke.

A "natural" wool suit has a woven pattern in dead leaf brown at the hem of both skirt and jumper, while another very original ensemble is carried out in fine wool *bouclée* of beige. The jumper is cut with a deep V pointed yoke and trimmed with a bow of its own material at the point. The neck is round.

Another suit which relies on a pointed yoke is also beige but in this case the yoke, back and front, is of the patterned beige and brown material of the skirt.

Wide Belt And Huge Buckle.

In a gayer mood is a suit with a "natural" skirt and a jumper worked in tones of red, blue, and yellow. It is smartly belted round the natural waist line with a wide girdle, half of the skirt material and half of stitched silk to match, with a huge buckle. The jumper is finished round the hips with the familiar two plain 2 purl, band of men's sweaters, worked in natural wood. This holds it firmly in place and allows for a little pouching. Another gay suit has a grey jumper woven with a design of red and navy "lightening," which is worn over a navy skirt.

SOME "MATITA" JUMPER SUITS FROM PAMELA.

Hats To Match The Suits.

I noticed some very smart felt hats to match several of these suits. One of them in a warm taupe colour has a fairly wide brim which is pleated back towards the crown like a fan in front. Another is a turban shape and is made of beige felt and deep taupe *velours de laine* which are combined to give a very smart and original line.

"The Best Is Cheapest In The End."

The great advantage of buying a really good felt hat is that it can so easily be adjusted to suit any face. The material is beautifully soft and the shape has been arrived at by means of draping. A snip with a pair of scissors and a stitch with a needle is all that is needed to give a good model the line most becoming to your face.



Au Petit Louvre

AFTERNOON and EVENING GOWNS of DISTINCTION and CHARM.

FROM MAISON BRAND OF OXFORD STREET, LONDON AND PARIS.

FELIX

7, ICE HOUSE STREET.

NEW YEAR SALE

To make room for our new stock all goods are being offered at MUCH REDUCED PRICES.



TWO SMART COATS.

The coat on the left, designed for morning wear, is of putty coloured homespun with coarse braiding to match.

The second model is materialised in copper-brown kashmir cloth with roll collar and big cuffs of matching fur.

AN OPPORTUNITY.

HAT, FROCKS AND JUMPER SUITS.

The sale at the Dolly Vardon Hat Shop has been going with a swing as the sales there always do, but there are still some excellent bargains to be had. Everything is being included in the sale, with the exception of the Daisy de Luxe bags, and a great proportion of the hats, etc., are offered at half price.

A Tempting Window.

I saw a most tempting window of felt hats all marked at $5 the other day, and some wonderful tailored woollen sports suits marked down to only $40. I can speak with particular confidence of these for I have one myself bought a couple months ago, which, after hard wear, still looks as if it has just been unpacked.

Evening Frocks.

There are, too, a few pretty evening and afternoon dresses for about $25 to $30, and I believe one or two woollen jersey cloth dresses are still left. The Dolly Vardon Hat Shop sale is always well worth attending, for the stock is cleared right out at no matter what sacrifice in order to make room for the new season's goods.

IN A NEW HOME.

MADAME SARRAULT has moved to her new premises on the second floor of Asiatic Building. She has there a very charming little shop which is admirably lighted and leaves room for a good fitting cabinet. Her wardrobes are filled with most attractive goods and I hear that the early spring things are expected very shortly.

WHITEAWAY'S SALE

ON

MONDAY

COATS



We are determined to clear our Stock of Ladies Coats and are offering our entire Stock at EXTREMELY CUT PRICES at This Sale—Coats of all descriptions

IT WILL PAY YOU TO SHOP EARLY.

ON

MONDAY, JANUARY 14.

WHITEAWAY, LAIDLAW & CO., LTD., HONG KONG.

AT THE SIGN OF FELIX.

A DELIGHTFUL SALE.

A very special sale which should certainly not be missed is that at the Felix Hat Shop.

"Felix," whom we have known and loved for many years on the cinema screen, has made himself many new friends at the shop which bears his name, which within a short while of its opening become known as a place where very attractive things could be found at reasonable prices. But this sale makes it more than ever a happy hunting ground.

Good Things In Small Parcels.

The Felix Hat Shop, as you know, is a small shop and it always reminds me of the proverb "Good things are packed in small parcels" for it is always full of very good things indeed. Since its opening a speciality has been made of decorative hats which were much welcomed by those who had got rather tired of the plain little felt which had become almost a uniform. Now, of course, we all have at least one hat of gold, silver, or bright colours, but many of us are not content with that one despite the many compliments it has earned for us.

Gay And Decorative.

It is the more delightful, therefore, to find that there is one whole show case full of gay and decorative headgear included in the sale. Many of these are of velvet or of black satin closely worked with gold or silver soutache braid and coloured silks. One most lovely turban is entirely covered with gold sequins and has a mount on the right hand side of three pleated fans of velvet, orange at the top, then beige, and then nigger brown.

Smart Felts.

Among the many very smart felt hats here are two which will give you some idea of what to expect. One is black, a skull cap with two cleverly placed shaped pieces which cross in front and are secured by a square silver buckle. The other is madonna blue and has a shaped brim piece added which sweeps up off the right eye to show a neat little "tongue" of fringed felt.

Two Pink Frocks.

Of the dresses for evening or day time wear, I chose out two for description which seem to be very representative. There is a jumper suit in shrimp pink. The skirt, pleated, is of fine flannel, while the jumper is of a silk material woven in small honey comb squares. Bands of matching *crêpe de chine* are laid on the neck and hem lines of the jumper and the same material is used for a narrow belt.

For evening wear is a very gracious little frock of salmon pink and pale mauve *crêpe de chine*. The mauve is used for three deep bands let in the long skirt and for half of the bow on the hip. The flower is also mauve. The skirt is cut very long at the back, and a *crêpe de chine* slip gives the dress a very "good" appearance.

Flowers And Bags.

A show case blossoms with the most charming evening flowers. Huge blooms of *ninon* and silk-tipped with silver. Feather bouquets, and magnolias with a wonderful bloom, silver and gold roses with a faint pink or green tone.

A big collection of nice bags in all the new shapes is also included in the sale. Most of them are of leather, stamped or *appliqué* with hands of fancy kids, others are of softly coloured felt to match the hats of the moment.

FROCKS, HATS AND FLOWERS.

FUNNY THINGS CHILDREN SAY.

BEFORE THE WORLD WAS MADE.

My youngster once asked: "What was it like before the world was *made?*" *Out of curiosity* I got the child to give her own opinion first.

"I suspect, first of all," she said, "there was a big space, with a river at one end and a lot of rubbish at the other, so's it couldn't get any further."

"What sort of rubbish?" I asked.

"Oh, just or'n'ry," she replied, 'dirt, and bones, and broken flowerpots!"

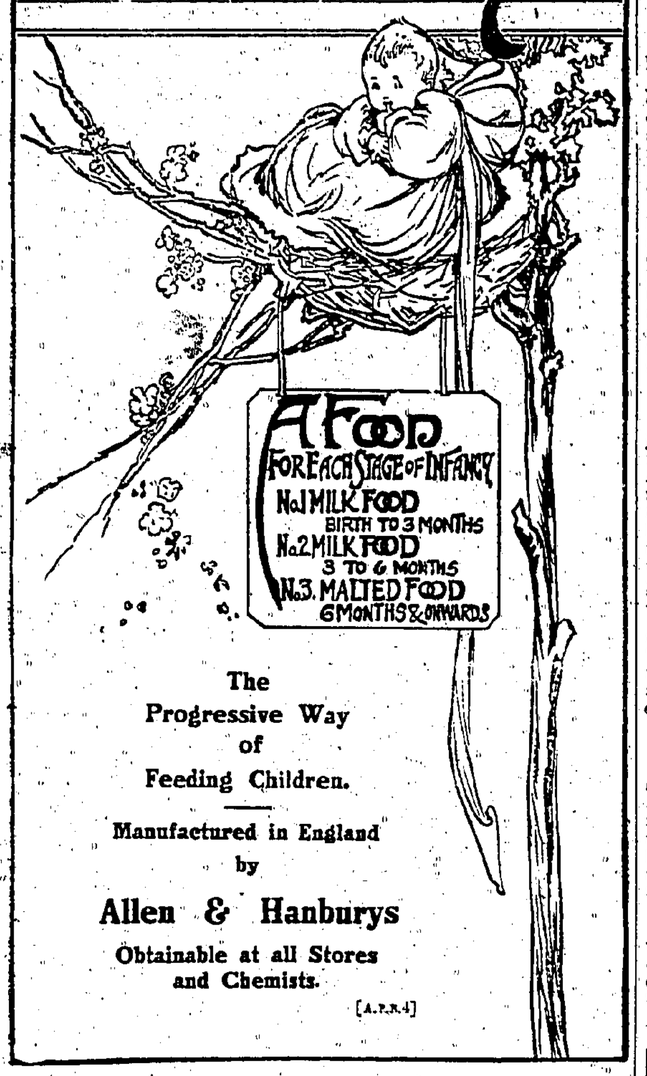
This disconcerting conclusion was hardly what I had expected, but it was better than none at all, or swallowing some one else's without giving it a thought. Counter-questioning, in fact, will often do more good than a straight-forward answer.

Get a child to cast around for the replies to her own queries and you lay the foundations of a logical mind. Later on she will read and inwardly digest; not merely glance at the headlines and swallow.

Amusing as juvenile philosophy is, however, nothing makes children so diffident as to feel that whatever they say next is going to be treated with derision. "It's no use me bothering my head about it," they will think; "I'm sure to be wrong."

Passing a churchyard I once heard a little girl say, "Fancy putting flowers on men's graves! Cigareck cards, perhaps, but not flowers!"

Allenburys



The
Progressive Way
of
Feeding Children.

Manufactured in England
by
Allen & Hanburys
Obtainable at all Stores
and Chemists.

[A.P.P.4]

WOMAN'S PAGE.

ROUND THE TOWN.

A STEAMER, A PRAM, WHITE HATS, AND ALL MANNER OF THINGS.

White Felt Hats.

A show case full of white felt hats held me in the ladies' department of LANE, CRAWFORD'S. They are, of course, primarily intended for sports wear, but they are so very smart in their lines that no doubt many women will want to buy one to put it aside till the first warm days bring out light coloured dress. Most of them are trimmed with a band of satin or *gros grain* ribbon and silver buckles or small mounts. One or two of them are lightly embroidered with wool or silk, and one has a band of white fur slotted through the crown. They all have a certain amount of brim which tends to widen and droop on the right side.

* * *

Aluminium Ware.

A lot of new aluminum ware has just come to WHITEAWAY, LAIDLAW'S. This is all the best English Aluminum and is well and strongly made. Besides saucepans, kettles, fry pans, etc., I saw some excellent little egg poaching dishes to hold two eggs, and hot water bottles, which could be used either to warm your feet, or to keep tea or coffee hot. They only cost $1.95.

They also have some special polish for cleaning aluminum called "Stella." It is contained in tins rather like the familiar "Brasso," and gives a beautiful polish at the expenditure of very little liquid.

* * *

Sandel Shoes.

WHITEAWAY, LAIDLAW'S New Year sale starts on Monday and there are already many attractive bargains marked in all departments. Among these I found a number of pair of ladies' shoes, a stone coloured leather sandel with a low heel, for only $7.50 a pair.

* * *

I saw, too, in the same shop some very nice short leather coats, and *suède* coats for ladies. The *suède* ones are in various colours and cost $30.50.

A New Steam Cooker.

I saw a most interesting new steam cooker at WHITEAWAY, LAIDLAW'S which can be used over any gas or oil stove. The "Ideal" Cooker is made of good aluminum, and consisters of three cooking pans over a pan for boiling water. By an ingenious arrangement of a tube, which runs up from the bottom boiler and has vents into each pan, the three are kept at a good heat and the flavours cannot penetrate from one pan to another. The valve letting the steam into any pan can be closed by pushing a button, thus if one part of the meal cooks more quickly than another it can be kept hot without running the risk of being overdone.

The boiler requires no more space or heating power than a kettle or single sauce pan and as each compartment is a separate cooking utensil one, two or three steamers may be used.

* * *

Lovely Stockings.

AU PETIT LOUVRE, I saw some exquisite chiffon silk stockings which delighted me both as regards appearance and price, for the latter is only $4.50 and $5.50. Although so very fine they are fully fashioned and quite strong. I saw them with two different types of heel piece, one, which is the very newest slenderising effect, has at the back of the ankle a double weave built up rather like a child's play blocks into a pyramid. The other heel is the popular pointed slipper shape.

* * *

Another Sale.

Eve's sale starts on Monday. Everything will be reduced and there are some very charming things to be had. A large number of felt hats in all colours, many of them with big head sizes to fit women with long hair, will be offered at very low prices, and there are some delightful afternoon and evening dresses besides bags, flowers and buckles.

A Carriage For A Little Prince.

A new consignment of Marmet Prams was being unpacked and assembled when I visited WHITEAWAY, LAIDLAW'S the other day, and I was most interested to see the new models. The Marmet is certainly a carriage fit for a baby prince or princess, it is made on the most scientific lines and embodies all the latest inventions for the perfect comfort and well being of the baby. Besides this every Marmet pram is a possession to be proud of on account of its appearance. The proportions, colouring, and general carriage of the prams are dignified and beautiful, and they are made of specially selected materials which will give long service and conserve the aristocratic appearance of the baby carriage until the end of a useful life.

* * *

New Curtain Nets.

A very large shipment of new curtain nets has arrived at WHITEAWAY, LAIDLAW'S. I was not able to examine them all as they were not unpacked, but I saw sufficient to be able to assure you that they are something very special and remarkable value for the price. They run from $1 to $2.95 a yard and have art silk borders in various attractive contrasting shades.

* * *

Coloured Linen.

In the piece goods department of LANE, CRAWFORD'S I was shown 24 different shades in old bleach linen for spring frocks or household purposes. One of the latest ideas is to have dressing table or luncheon sets, made of linen of one of these pastel shades with *appliqué* flowers of other colours.

* * *

Berets For Babies.

In LANE, CRAWFORD'S Children's Department I found some delightful berets in various pretty colours. They are made by the "Glynn" hat people and are well lined and strengthened with a leather band.

COATS OF THE ORIENT.

SOME GOOD THINGS FROM THE PIONEER.

The charm and the variety of the Haori or Coolie coats seems to be endless, and I am always discovering some new sort at the Pioneer Silk Store. There is the "Priest" coat, for example. This is a coat of printed *crêpe de chine* lined with plain jap silk. In cut it is something between a Bishop and a Coolie coat and the outside is closely printed with a flower pattern in a very pleasant *mélange* of colour.

Three-piece Pyjama Suit.

The latest pyjama, too, is most attractive. It has followed the sports suit in becoming a three-piece affair and is made of good quality *crêpe de chine*. The trousers and long sleeveless jumper are plain but for a band of printed material round the bottoms of the former, while the coat, a ¾ length affair, has collar and cuffs of printed material and as well a band round the hips printed in a flower pattern. One example I saw was carried out in a brightish navy blue with the printed pattern in tones, mauve and green.

Shaded Silk Pyjamas.

I saw also some two-piece pyjamas made of silk shaded through two colours and printed on the jumper with a flower pattern. These are packed in little "handkerchief" bags of their own material. A Haori-coat cape has also arrived which, I think, will be appreciated by Chinese ladies. It is made of the same materials and similarly printed to a Haori coat.

Very Gorgeous.

Some very gorgeous haori coats and kimono on the same lines also attracted me. There are made either of satin or a heavy weight shiny silk and are lavishly embroidered with gold and silver thread. There are several beautiful designs and I saw them made of white, cardinal red, and bright navy blue silk.

Excellent Washing Silk.

I saw also that they now have 20 shades of marble *crêpe* which is a heavy weight and very good

(Continued on next Column).

BEAUTY CULTURE.

ACQUIRING A GOOD CARRIAGE.

[BY ANN MORSEBY.]

Expert instruction is always desirable in any form of sport or physical culture, if only because it saves the novice from so many unintentional errors and reminds the experienced of pitfalls and careless habits into which he or she may have fallen.

Of course, expert instruction in the exercises which make so much difference to the figure and the deportment is not available to everyonce and I propose to describe a few of the things which everyone who cares for her appearance can do in her own room.

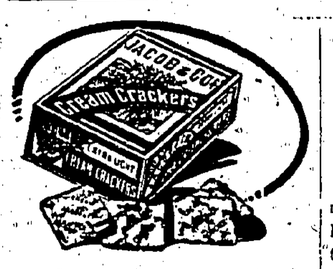
It is useless to deny that a certain amount of will power is essential if these exercises are to do any good, because although they may be done at any time of the day (except immediately after a meal or when one is very tired) the early morning is by far the best time.

Regularity Essential.

Unless they are done regularly they are useless; and unless they are done the first thing in the morning they will very likely not be done at all.

The first of these daily exercises is the one which helps to keep the tummy flat and the internal muscles strong more than anything else. It can be done in several positions. Lying flat on the back with the feet on the floor and the knees up is one of the best to choose first. Draw the muscles right in until your back is pressing firmly on the floor, then let them relax as far as they will go, and repeat over and over again until tired. It is a great help to do this and all rhythmic exercises to music, and a slow waltz played on the gramophone will make this particular one far less tedious.

After you are used to doing it on your back try doing it on your side. You still keep your knees up and you curl one arm round under your head; but you must take care to place your head so that your chin and jaw muscles are not relaxed and drooping. Do the same exercises first on the right side and then on the left.



So essential to have a tin
in the house.
Dainty light
always appetising.

Agents :—

John D. Hutchison & Co.

FOR CHILLY DAYS.

PRETTY JUMPER SUITS FROM EVE.

Now that Christmas is over we may expect a couple of months at least of cold weather, and it is well to be provided with plenty of warm frocks. The present fashion of the knitted three piece jumper suit might have been especially created for our climate for there are many days when it is warm enough in itself without a further wrap, and should it be really chilly a jumper suit will fit most comfortably under a great coat and suffer not at all in the process.

For Office Wear.

Eve, who as you know, makes a speciality of good inexpensive things, has some very attractive three-piece suits for about $30. They are exactly what is needed for office use or for wearing under a coat thus conserving the more expensive and elaborate suit for better occasions.

Grubby Eager Hands.

Mothers with young children will welcome these suits for constant cleaning cannot be said to improve any garment while washing, unless very carefully done, is apt to have a disastrous effect on woollen suits. Children don't mean to dirty one, but it is hard to keep little clinging hands from leaving a mark, and very hard indeed for both mother and babies if they have to be rebuffed for the sake of a dress.

Pink And Grey.

Let me describe one or two of them for you. There is one in cardinal pink and grey (I saw a hat to match it by the way in the same shop.) The pink is used for skirt and sleeveless cardigan, while the jumper is grey ringed with narrow lines of pink. Another three-piece is in a mixture of silk and wool and is crushed strawberry colour.

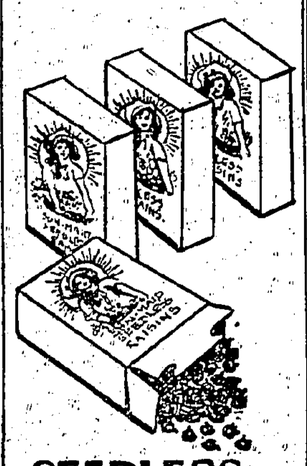
An Original Ensemble.

Original and very pretty is an ensemble in madonna blue. The jumper has a beige hem at neck and waist and is trimmed with a very little embroidery in beige silk. A second blue suit is similar to the first described, the blue taking the place of the cardinal pink in the scheme.

For School Girls.

Amazingly cheap are some three-piece suits of the "Sensola" make. They would be splendid for school girls or for wear in the house, and are quite smart though simple in cut. They came in various pretty colours and only cost $14.

SUN-MAID



SEEDLESS
RAISINS
Grown in
SUNNY
CALIFORNIA



RING VELVET AND FOX.

The coat specially designed to wear with the gown when it has an uneven hemline is one of the most attractive of the new winter fashions.

Black ring velvet is the material chosen for the coat of the sketch and it follows the line of the frock with which it is worn in its dipping hem and graceful side draperies. The collar, which is unusually large, and is heavily trimmed with fox, takes a becoming line. The fur is dyed in a soft nut-brown, and the front of the coat wraps over and is tied at the side in a large bow. On the other side the drapery is brought over the hip in cleverly arranged folds. The coat is lined with a supple satin matching the tone of the fur.

BRIGHTENING WESTMINSTER.

DRESS OF WOMEN M.P.'S.

A Brighter Clothes Movement for Women Members of Parliament has all unwittingly been started by Lady Astor in consequence of her recent appearance in the House of Commons clad in a gorgeous cerise gown. Somber navy blues and blacks are the usual colours worn by women members of the House, but the fact that Lady Astor's appearance direct from a tea party clad in the gladdest of raiment, was greeted with the other women wondering whether they have not been missing something in the way of attention.

"Of course, we do not want women to make a fashion parade out of the House of Commons," said Miss Ellen Wilkinson, one of the eight women members of tht House, in an interview, "but it strikes me that it is high time the House got over its supposed prejudice against women members appearing in colours.

"This old-fashioned custom of always having to appear in sombre clothes, means that we have to go to a lot of trouble in changing our things every time we drop into the House; either that, or we have to wear dark clothes to all our other engagements, a thing which no woman wants to do."

Miss Wilkinson's views were communicated to Miss Susan Lawrence, another of the women members.

"Quite right," said she. "It is my view that what clothes a Parliamentarian wears, is entirely his or her own affair."

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CUBE BLOCK CHOCOLATE

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Milk Chocolate
Made with fresh milk from English farms. The choicest milk chocolate that can be produced!

Valencia Chocolate
Delightful milk chocolate made even more delightful with fruity raisins and choicest almonds!

Belgrave Chocolate
Perfectly plain, plainly perfect, Belgrave is a chocolate quite out of the ordinary!

SOLE AGENTS :—
John D. Hutchison & Co.

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AND

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VESSELS EXPECTED.

Peninsular and Oriental.

Kashgar, Jan. 18th.
Kalyan, Jan. 19th.
Alipore, Jan. 24th.
Padua, Jan. 24th.
Mirzapore, Jan. 29th.
Macedonia, Feb. 1st.
Morea, Feb. 2nd.
Khiva, Feb. 15th.
Malwa, March 1st.
Nagpore, March 3rd.
Khyber, March 7th.
Naldera, March 15th.
Karmala, March 21st.
Lahore, March 24th.
Mantua, March 28th.
Jeypore, April 11th.
Kashmir, April 11th.

Prince Line.

Javanese Prince, Jan. 26th.
Japanese Prince, Feb. 21st.

Swedish East Asiatic Co., Ltd.

Nippon, Jan. 31st.
Ceylon, Feb. 8th.

Wilh. Wilhelmsen, Oslo, Norwegian Africa and Australia Line.

Thalatta, Jan. 20th.
Tennessee, Jan. 30th.
Taifun, Feb. 28th.
Teneriffa, March 26th.

SHIPPING MOVEMENTS.

The N.D.L. m.s. Fulda left Shanghai for Hong Kong, *vid* Foochow on January 9th, and is expected to arrive here on January 14th. She will sail for Europe *vid* Manila, Singapore and ports on the same day.

SUNRISE AND SUNSET.

	Sunrise.	*Sunset.*
To-day	7.06 a.m.	5.56 p.m.
To-morrow ...	7.06 ,,	5.57 ,,
Sunday	7.06 ,,	5.58 ,,

AVIATION AND METEOROLOGY.

NEED FOR INTERNATIONAL SYSTEM.

CONSIDERED BY BRITAIN, U.S. AND GERMANY.

AMERICAN EXPERT'S OPINION.

Washington, D.C. (U.P.).—Foreseeing the increasing use of giant trans-oceanic air liners as an important part of the world's transportation system, Charles Marvin, chief of the United States weather bureau, declared in his annual report the development of an international meteorological oceanic service is perhaps the most urgent technical problem concerning meteorology at the present time.

"Plans are already far advanced," Marvin said, "for the making of long ocean flights by one or more huge airships, and in preliminary understandings the great maritime nations of the globe are agreed that the time is ripe for each nation to organize ocean meteorological observations by the selection of a certain number of ships of its own registry which shall uniformly make radio observation, at least twice a day, possibly four times a day, while on the high seas."

Marvin pointed out that progress in meteorology during recent years has been stimulated chiefly to meet demands of aviation and proper air navigation. In no other field, however, has this been so difficult and pressing as that of trans-oceanic air navigation, he said.

A Dream Of Many Years.

"The dream of the meteorologists for many years," Marvin stated, "has been the collection of systematic synoptic observations from ocean areas as well as from the elaborate network of continental stations each important nation has been able to set up.

"In the past years, these synoptic observations by means of ship reports have been available only after, in some cases, many months when the mail reports could reach their destinations. The only use which it has been possible to make of such observations is to chart them with continental observations and prepare daily weather maps, possibly a year or more after the observations have been made.

"Now, however, to meet the needs of trans-oceanic navigation of the air, we must have observations immediately available by radio and otherwise. Such a service as yet only imperfectly organised, is the pressing need of meteorology at the present day.

While no mention was made by the weather bureau chief of the epoch-making flight of the German dirigible Graf Zeppelin from Friedericshafen, Germany, to Lakehurst, New Jersey, aviation experts cited the difficulty encountered by the airship in obtaining accurate weather reports on the westward flight, in support of Marvin's contentions. The Graf Zeppelin was forced to veer far to the southward on her course *en route* to the United States to avoid dangerous and unexpected weather conditions encountered in mid-Atlantic.

It was pointed out that had such a system of oceanic meteorological reporting by ships as proposed by Marvin been in effect, the dirigible could have charted a route much more favourable and eliminated the danger of meeting strong head winds and adverse weather.

A Vital Factor For Passenger Services.

With trans-Atlantic dirigible service planned by a British interests, American interests and Dr. Hugo Eckener, of the German Zeppelin company planning more trans-Atlantic flights, the need for such a meteorological reporting system as outlined by Marvin becomes a vital factor in consideration of trans-oceanic air passenger service.

The International Aeronautics conference, which meets here this month, may take steps for laying a definite foundation for the establishment of an international weather reporting service. It was urged by the commerce department at the invitation of the assistant secretary of commerce for aeronautics, William P. MacCracken, following a series of daring flights across the Atlantic and Pacific Oceans.

Completion of a plan whereby ships of the various nations reported on meteorological conditions to the nearest land station, which in turn would transmit them to distant parts of the world, combined with the elaborate network of continental weather reporting stations now established by many nations, would mean the availability of an accurate weather report for both steamers and trans-oceanic air liners in any part of the world. It is known these factors are being considered by the various concerns interested in establishment of trans-oceanic passenger service by dirigibles.

(Continued on next Column).

SHIP AS CLUB.

PERMANENT HOME AT CHARING CROSS PIER.

The Friend Ship, one of the last of the round-bottomed sailing ships of Whitstable, which has been converted into a club house for boys and girls belonging to the Friend Ship Fellowship, made its final voyage last month when it was towed from Sheerness to its permanent home at Charing Cross Pier.

Here it was greeted by Dr. Brent, Bishop of West New York, the American Ambassador and the Austrian and Chinese Ministers, who climbed on board by a rope ladder. In the ship, practically the whole of which has been converted into a single room, children sang sea shanties.

It is hoped to have many merry parties in the Friend Ship, made up of members of the Fellowship from all over the world. Competitions are being arranged by which members will be selected to travel from other countries annually.

Mrs. Ruth Knowles, the captain of the ship, and the founder of the Friend Ship organisation, which seeks to encourage a love of ships and the sea in the young people of all the nations, stated that the membership is now over 35,000. It has branches in more than 40 countries.

"The necessity for the extension of the daily programme of meteorological work to oceanic areas is more obvious," Marvin continues, "when we consider that continental stations in the aggregate cover and represent approximately only one-fourth of the earth's surface, the remaining three-fourths being oceanic areas.

"The highest efficiency and accuracy in formulating weather forecasts and warnings is only attainable when the meteorologist has before him a complete picture of the weather conditions over the whole surface of the northern or the southern hemisphere.

"Up to the present time the meteorologist has been limited in his knowledge of atmospheric conditions simply to the continental areas, and often only to a single continent."

Might Have Saved Trans-Atlantic Fliers.

Several of the foremost aviation experts of the United States have contended that if more widely distributed and accurate weather reports on the oceans had been available within the past two years, the sacrifice of so many lives of air pioneers who sought to conquer the ocean in aeroplanes, would not have been necessary. Many of those lost while attempting flights across the Atlantic hopped off for their destinations with only fragmentary reports on conditions 1,000 or more miles at sea available.

While several noted airmen, among them Emilio Carranza, the Mexican army flying ace, and the pilots of the "Yankee Doodle" on its attempt to lower the American trans-continental non-stop flight record recently, have been lost because of unusual weather conditions encountered, the United States weather bureau, in co-operation with commercial air transport companies and pilots, is endeavouring to work a continental weather reporting system that will eliminate the dangers of such flights.

Colonel Charles A. Lindbergh has long been an advocate of a more thorough air weather reporting system, both for land and sea.

The U.S. weather bureau, Marvin said, is now maintaining a skilled meteorologist at practically every important airport throughout the United States for the express purpose of obtaining detailed and accurate reports all over the country of air weather conditions.

"The basis of advices and warnings to pilots is necessarily derived from the great network of meteorological stations that has been built up by the weather bureau throughout past years," Marvin continued. "In some cases these stations are rather widely distributed. Moreover, observations are made regularly only at 8 a.m. and 8 p.m. For the needs of aeronautics, more intensive and special stations are required, especially in certain regions.

"To make provisions for this, the policy of the weather bureau has been to establish what are called 'ground stations' at frequent intervals all along the airway. These ground stations are very often supplementary landing fields, and are frequently manned by employees of the transport companies or others, whose meteorological duties are to report present weather conditions, including ceiling, visibility and other factors, as far as practicable, either at fixed intervals between regular observations or whenever called for by the meteorologists at the main airport."

Marvin said that to meet the demands of American meteorology it became necessary a few years ago to reorganize entirely the scheme of collecting by telegraph meteorological reports from field stations. This has resulted, he said, in a new and more flexible system of weather reporting which has aided materially in the transmission of reports to air transport companies, mail pilots and civil planes.

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

PENINSULAR AND ORIENTAL STEAM NAVIGATION Co.'s STEAMER "KIDDERPORE."

ARRIVED HONG KONG ON 10TH JANUARY, 1929.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed AT THEIR RISK in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and Delivery can be obtained as the Goods are landed.

This Vessel brings on Cargo from Persian Gulf ex B.I.S.N. and B. & P.S.N. Co.'s Steamers.

Optional Goods will be landed here unless Instructions have been given to the contrary 6 hours before arrival of the Steamer.

Goods not cleared within 8 days including date of arrival will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, MESSRS. GODDARD & DOUGLAS at 10 a.m. on Mondays and Thursdays, within the Free Storage period.

All Claims against the Steamer must be presented to the Undersigned on or before 30th January, 1929, or they will not be recognized.

No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & Co., Agents.

Hong Kong, 10th Jan., 1929. [7225

HAMBURG AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Steamship "EMIL KIRDORF" having arrived, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery can be obtained as the Goods are landed.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th January, 1929, will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 16th January, 1929, at 10 a.m., by our Surveyors, Messrs. Goddard and Douglas.

All Claims must reach us before the 30th January, 1929, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

JEBSEN & CO., Agents.

Hong Kong, 10th Jan., 1929. [7222

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD. AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM VICTORIA, SEATTLE AND VANCOUVER VIA JAPAN.

CONSIGNEES per Co.'s Vessel "TALTHYBIUS" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 9th January.

Optional Cargo will not be landed here, unless Notice has been given prior to Vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and NOON, within the Free Storage period.

No Claims will be admitted after the Goods have left the Vessel's Godown, and all Goods remaining undelivered after the 15th January, will be subject to Rent.

All Claims against the Vessel must be presented to the Undersigned on or before the 29th January, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

9th January, 1929. [7217

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM VIA PORTS.

THE Motor Vessel "GLENOGLE" having arrived from the above Ports, Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, Delivery may be obtained.

Goods not cleared by the 16th January, 1929, at Noon, will be subject to Rent.

All broken, chafed and damaged Packages are to be left in the Godowns where they will be examined in the presence of Consignees by Messrs. Goddard and Douglas, on 15th January, 1929, at 10 a.m. Claims against the Vessel including those for Cargo short delivered must be presented on the Special Form provided, and must also be submitted within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., LTD., Agents.

Hong Kong, 9th Jan., 1929. [7212

BRITISH INDIA S.S. CO., LTD.

FROM KOBE.

THE Steamship "TALMA" having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery may be obtained as soon as the Goods are landed.

Goods not cleared by 13th January, 1929, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. Goddard and Douglas, at 10 a.m., Mondays and Thursdays.

All Claims must be presented within Ten days of the Steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

MACKINNON, MACKENZIE & CO Hong Kong, 5th Jan., 1929. [7199

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD. AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM NEW YORK VIA MANILA.

CONSIGNEES per Co.'s Vessel "LYCAON" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 10th January.

Optional Cargo will not be landed here, unless Notice has been given prior to Vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and NOON within the Free Storage period.

No Claims will be admitted after the Goods have left the Vessel's Godown, and all Goods remaining undelivered after the 16th January, will be subject to Rent.

All Claims against the Vessel must be presented to the Undersigned on or before the 30th January, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents

9th January, 1929. [7215

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD. AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM UNITED KINGDOM VIA SINGAPORE.

CONSIGNEES per Co.'s Vessel "ACHILLES" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 9th January.

Optional Cargo will not be landed here, unless Notice has been given prior to Vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and NOON within the Free Storage period.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th January, will be subject to Rent.

All Claims against the Vessel must be presented to the Undersigned on or before the 29th January, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

9th January, 1929. [7216

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD. AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM UNITED KINGDOM VIA SINGAPORE.

CONSIGNEES per Co.'s Vessel "SARPEDON" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 9th January.

Optional Cargo will not be landed here, unless Notice has been given prior to Vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and NOON within the Free Storage period.

No Claims will be admitted after the Goods have left the Vessel's Godown, and all Goods remaining undelivered after the 15th January, will be subject to Rent.

All Claims against the Vessel must be presented to the Undersigned on or before the 29th January, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

9th January, 1929. [7217

President Liner



SAILINGS

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To San Francisco and Los Angeles — *The Sunshine Belt via Honolulu* — Fortnightly sailings on Tuesdays		To Seattle and Victoria — *The Short, Straight Route to America* — Fortnightly sailings on Tuesdays	
Pres. McKinley	Tues., Jan. 15th, Noon.	Pres. Jefferson	Tues., Jan. 22nd
Pres. Grant	Tues., Jan. 29th	Pres. Lincoln	Tues., Feb. 5th
Pres. Cleveland	Tues., Feb. 12th	Pres. Madison	Tues., Feb. 19th
Pres. Pierce	Tues., Feb. 26th	Pres. Jackson	Tues., Mar. 5th

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Pres. Van Buren	Sun., Jan. 13, 8 a.m.	Pres. Adams	Sun., Feb. 24, 8 a.m.
Pres. Hayes	Sun., Jan. 27, 8 a.m.	Pres. Garfield	Sun., Mar. 10, 8 a.m.
Pres. Polk	Sun., Feb. 10, 8 a.m.	Pres. Harrison	Sun., Mar. 24, 8 a.m.

To Manila

Pres. Jefferson	Jan. 15th, 6 p.m.	Pres. Cleveland	Feb. 2nd, 6 p.m.
Pres. Grant	Jan. 19th, 6 p.m.	Pres. Madison	Feb. 12th, 6 p.m.
Pres. Lincoln	Jan. 29th, 6 p.m.	Pres. Pierce	Feb. 16th, 6 p.m.

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loading on or about
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For
PORT SAID, ANTWERP, ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN AND OTHER SCANDINAVIAN & BALTIC PORTS.

SAILING LIST.

OTHER SAILINGS:—	SHANGHAI, ETC.	CONTINENT, ETC.
M.V. "Danmark"	...	15th Feb.
M.V. "Java"	... 26th Jan.	7th Mar.
M.V. "Australien	... 11th Feb.	24th Mar.
M.V. "Chile"	... 23rd Feb.	5th April

Optional Bills of Lading issued to United Kingdom Ports.

For further particulars, please apply to:—

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MERCANTILE BANK BUILDING,

Telephone C. 4072. Agents. [41

BRITISH INDIA S.S. CO., LTD.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "GAZANA" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery may be obtained as soon as the Goods are landed.

Goods not cleared by 10th January, 1929, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard & Douglas at 10 a.m., on Mondays and Thursdays.

All Claims must be presented within Ten days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

A Protest has been noted by the Master against bad weather.

MACKINNON, MACKENZIE & CO Hong Kong, 3rd Jan., 1929. [7190

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, Jan. 9th.

	Previous Day at 2 p.m.	On Date at 8 a.m.	On Date at 2 p.m.
Barometer...	30.15	30.16	30.13
Temperature	65	57	66
Humidity ...	53	82	84
Wind—			
Direction	E	Calm	E
Force ...	2	0	4
Weather ...	B	B	B
Rain	0.00	0.00	0.00

Highest open-air Temperature, 9th: 67
Lowest open-air Temperature, 10th: 56

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder

NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIAN LINE.

FROM U.S.A.

THE Steamship "CITY OF BEDFORD" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 15th January, 1929, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before 22nd January, 1929, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 A.M. and NOON, within the Free Storage period of One Week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

THE BANK LINE, LTD., General Agents.

Hong Kong, 9th Jan., 1929. [7221

HONG KONG TIDE TABLE.

From January 11th to 17th, 1929.

Days of Week	Date of Month	High Water. Hong Kong Standard Time.	Height.	Low Water. Hong Kong Standard Time.	Height.
		h. m:	ft. in.	h. m.	ft. in
Fri.	11	m11 15	4 1	m 4 21	0 9
		9 2 a	7 8	2 46 a	3 6
Sat.	12	m11 49	4 1	m 4 55	0 7
		9 35 a	7 9	3 14 a	3 6
Sun.	13	0 22 a	4 1	m 5 30	0 7
		10 13 a	7 8	3 41 a	3 6
Mon.	14	0 55 a	4 1	m 6 7	0 8
		10 58 a	7 6	4 12 a	3 5
Tues.	15	1 29 a	4 2	m 6 47	1 0
		11 49 a	7 2	4 58 a	3 5
Wed.	16	—	—	m 7 29	1 4
		2 4 a	4 4	5 58 a	3 6
Thur.	17	m 0 45	6 6	m 8 13	1 8
		2 41 a	4 7	7 15 a	3 6

CHINA NAVIGATION
COMPANY, LIMITED.

SWATOW	"TEAN"	On 12th Jan.,	9 a.m.
SWATOW, SHANGHAI & TSINGTAO	"SZECHUEN"	On 13th Jan.,	8 a.m.
SHANGHAI, WEIHAIWEI & DAIRY	"KANGHOW"	On 13th Jan.,	8 a.m.
SWATOW & BANGKOK	"KIANGSU"	On 13th Jan.,	11 a.m.
AMOY, SWATOW, S'PORE & B'KOK.	"KINGYUAN"	On 13th Jan.,	5 p.m.
AMOY, SHANGHAI & TSINGTAO	"SINKIANG"	On 15th Jan.,	3 p.m.
HOIHOW, PAKHOI & HAIPHONG	"TEAN"	On 16th Jan.,	10 a.m.
SHANGHAI	"HUPEH"	On 16th Jan.,	3 p.m.
SWATOW & SHANGHAI	"CHENAN"	On 17th Jan.,	10 a.m.
AMOY & SHANGHAI	"CHINKIANG"	On 17th Jan.,	3 p.m.
HOIHOW, SINGAPORE & BANGKOK	"KIUNGCHOW"	On 18th Jan.,	11 a.m.
AMOY, SWATOW & SINGAPORE	"ANTUNG"	On 20th Jan.,	6 a.m.
SWATOW, SHANGHAI & TSINGTAO	"SOOCHOW"	On 20th Jan.,	8 a.m.
SHANGHAI, CHEFOO & DAIRY	"YINGCHOW"	On 20th Jan.,	8 a.m.
SWATOW & BANGKOK	"KAYING"	On 20th Jan.,	11 a.m.
AMOY, SHANGHAI & TSINGTAO	"SUNNING"	On 22nd Jan.,	3 p.m.
SHANGHAI	"YUNNAN"	On 23rd Jan.,	3 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 5th Feb.,	4 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW"	On 19th Feb.,	4 p.m.

SAILINGS SUBJECT TO ALTERATION.

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HONGKONG TO SYDNEY—19 DAYS.

STEAMERS	DUE HONG KONG	DUE TO SAIL
TAIPING	In Port	11th January
CHANGTE	8th February	15th February
TAIPING	8th March	15th March
CHANGTE	9th April	16th April

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AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

s.s. "EUMAEUS" 12th January
s.s. "AUTOLYCHUS" 8th February

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
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HONG KONG & CANTON. JARDINE, MATHESON & Co., Ltd., CANTON [31

PRINCE LINE
IMPROVED SERVICE
BY
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TO
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M.V. "JAVANESE PRINCE" 26th January
M.V. "JAPANESE PRINCE" 21st February

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Telegrams: Furnaprince King's Building. [19

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FRENCH MAIL STEAMERS
Sailings from HONG KONG:

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.

ATHOS II ...	... 15th Jan.
D'ARTAGNAN	... 29th Jan.
SPHINX	... 12th Feb.
G. METZINGER	... 26th Feb.
COMPIEGNE	... 12th Mar.
ANDRE LEBON	... 26th Mar.
PORTHOS ...	... 9th Apr.
CHENONCEAUX	... 23rd Apr.

To Yokohama via Shanghai and Kobe.

SPHINX ...	... 15th Jan.
G. METZINGER	... 27th Jan.
COMPIEGNE	... 12th Feb.
ANDRE LEBON	... 26th Feb.
PORTHOS ...	... 12th Mar.
CHENONCEAUX	... 26th Mar.
ATHOS II ...	... 9th Apr.
D'ARTAGNAN	... 23rd Apr.

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Shipping News
Arrivals and Departures, etc.

ARRIVALS.

January 9th.

Empress of France, British str., 9,950 tons, Capt. S. Robinson, C.B.E., R.D., R.N.R., from Vancouver, *viâ* Victoria, B.C., Yokohama, Kobe and Moosung. The first port she left on December 23rd, with 675 tons of general cargo for Hong Kong and 465 tons for Manila, lying at Kowloon Wharf.—C.P.R.

Tonjer, Norwegian str., 1,949 tons, Capt. H. Rasmussen, from Chinwangtao, which port she left on January 4th, with a general cargo, lying at buoy No. B55.—Dodwell & Co.

January 10th.

Emil Kirdorf, German str., 3,491 tons, Capt. W. Zobel, from Hamburg, which port she left on November 24th, with 2,060 tons of general cargo, lying at Kowloon Wharf.—Jebsen & Co.

Chekiang, British str., 1,313 tons, Capt. J. B. Bruce, from Canton, in ballast, lying at buoy No. C15.—B. & S.

Kwai Sang, British str., 1,435 tons, Capt. C. Alexandre, from Canton, lying at buoy No. B32.—Jardine, Matheson & Co.

Shozen Maru, Japanese str., 2,063 tons, Capt. Y. Okura, from Sakito, which port she left on January 1st, with a general cargo, lying at buoy No. C49.—Y.K.K.

Tjibesar, Dutch str., 6,730 tons, Capt. Blankert, from Samarang, which port she left on January 3rd, with a general cargo, lying at buoy No. A6.—J.C.J.L.

Vulcanus, Dutch str., 707 tons, Capt. J. H. Kop, from Swatow, lying at Taikoktsui.—A.P.C.

CLEARANCES.

January 10th.

Arica, for Tsingtao.
Chekiang, for Amoy.
Empress of France, for Manila.
Hydrangea, for Swatow.
Kidderpore, for Kobe.
Levernbank, for Cebu.
Mao Lee, for Tsingtao.
Sarpedon, for Shanghai.
Seistan, for Singapore.
Taiping, for Manila.
Tonjer, for Canton.
Vulcanus, for Haiphong.

VESSELS EXPECTED.

Messageries Maritimes.

Athos II., Jan. 15th.
Sphinx, Jan. 15th.
General Metzinger, Jan. 27th.
D'Artagnan, Jan. 29th.
Compiegne, Feb. 12th.
Andre Lebon, Feb. 26th.
Porthos, March 12th.
Chenonceaux, March 26th.

Nippon Yusen Kaisha.

Awa Maru, to-day.
Ateuta Maru, to-day.
Penang Maru, to-morrow.
Kawachi Maru, Jan. 13th.
Matsuye Maru, Jan. 13th.
Lyons Maru, Jan. 16th.
Mishima Maru, Jan. 17th.
Akita Maru, Jan. 20th.
Fushimi Maru, Jan. 20th.
Durban Maru, Jan. 21st.
Tokushima Maru, Jan. 21st.
Aki Maru, Jan. 22nd.
Kashima Maru, Jan. 25th.
Tatsuno Maru, Jan. 26th.
Anyo Maru, Jan. 27th.
Bingo Maru, Jan. 27th.
Hakodate Maru, Jan. 27th.
Tottori Maru, Jan. 27th.

(Continued on next Column).

Bengal Maru, Jan. 29th.
Ceylon Maru, Jan. 29th.
Koyei Maru, Jan. 30th.
Atago Maru, Feb. 1st.
Korea Maru, Feb. 4th.
Hakone Maru, Feb. 8th.
Tamba Maru, Feb. 10th.
Siberia Maru, Feb. 11th.

Norddeutscher Lloyd, Bremen.

Trier, Jan. 13th/14th.
Fulda, Jan. 14th.
Lahn, Jan. 23rd.
Derfflinger, Feb. 10th.
Goettingen, Feb. 28th.
Saarbruecken, March 13th.

THE COASTAL SERVICE.
LATEST CHANGES IN PERSONNEL.

Capt. W. Shaw, of the Luchow, has gone master, Nanchang.

Capt. R. Umpleby, of the Nanchang, has gone master, Luchow.

Mr. Y. N. Campbell, chief officer, Shuntien, has gone acting master, Chekiang.

Capt. S. M. Barling, of the Chekiang, is on reserve.

Capt. A. Cook, of the Chenan, has gone master, Ninghai.

Capt. N. Hardie, of the Ninghai, has gone master, Chenan.

Capt. J. E. Richards, from reserve, has gone master, Fatshan.

Capt. R. Mitchell, of the Fatshan, is on Home leave.

Capt. D. Lupton, from reserve, has gone master, Kwangchow.

Capt. J. D. Milne, of the Kwangchow, has gone master, Antung.

Capt. G. A. G. Morse, of the Anking, is on reserve.

Mr. P. McAlister, chief officer, Tatung, has gone chief officer, Ichang.

Mr. J. R. Liley, from reserve, has gone chief officer, Ninghai.

Mr. E. L. Hurley, chief officer, Ninghai, has gone chief officer, Hsin Peking.

Mr. T. Gordon, chief officer, Hsin Peking, has gone chief officer, Tatung.

Mr. W. P. Bruce, from reserve, has gone chief officer, Luchow.

Mr. J. Atkins, chief officer, Luchow, has gone chief officer, Shuntien.

Mr. J. N. Daniel, extra second officer, Hsin Peking, has gone second officer, Tungting.

Mr. W. B. Paul, chief officer, Wanhsien, is on reserve.

Mr. D. C. Cameron, extra second officer, Tatung, has gone acting chief officer, Linan.

Mr. J. S. Anderson, chief officer, Linan, has gone extra chief officer, Hsin Peking.

Mr. C. W. Rendall, second officer, Wantung, has gone extra second officer, Wanhsien.

Mr. F. H. W. Graybrook, chief officer, Tatung, has gone chief officer, Fengtien.

Mr. S. C. Smith, chief officer, Fengtien, has resigned.

Mr. J. W. Bennett, second officer, Antung, is on reserve.

Mr. R. C. B. Lee, second officer, Ningpo, has gone second officer, Antung.

Mr. E. Middlemore, second officer, Fatshan, is on reserve.

Mr. A. McVean, from Home leave, has gone chief engineer officer, Shasi.

Mr. J. Symington, from Home leave, has gone chief engineer Tatung.

Mr. L. A. Puddephat, on arrival from Home, has gone extra third engineer officer, Shasi.

Mr. W. H. S. Ward, third engineer officer, Wuchang, has resigned.

Mr. R. L. Ingledew, third engineer officer, Sunning, has gone second engineer officer, Ichang.

Mr. E. C. Fitzpatrick, second engineer officer, Ichang, has gone extra second engineer officer, Hsin Peking.

Mr. A. B. Sinclair, third engineer officer, Hsin Peking, has gone third engineer officer, Sunning.

Mr. J. A. Anderson, from reserve, has gone extra second engineer officer, Tatung.

Mr. J. M. Brackenridge, second engineer officer, Chekiang, is on reserve.

Mr. H. S. Luscombe, from reserve, has gone acting second engineer officer, Chekiang.

Mr. J. W. S. Hood, extra second engineer officer, Kwangchow, has gone extra second engineer officer, Tean.

Mr. H. S. Mylon, from reserve, has gone extra third engineer officer, Tean.

Mr. K. McDonald, extra third engineer officer, Kwangchow, has gone extra third engineer officer, Anhui.

Capt. H. S. Allison, from Home leave, has gone master, Luchow.

Capt. A. Sinclair, of the Luenho, is on reserve.

Capt. A. Dockwrey, of the Fooshing, is on reserve.

Capt. W. A. Balch, from reserve, has gone master, Fooshing.

Capt. W. J. Booker, of the Hopsang, is on reserve.

Mr. E. L. M. Merritt, chief officer, Lee Sang, has gone master, Hopsang.

Mr. J. Shiel, from reserve, has gone second officer, Tingsang.

Mr. C. R. Harris, second officer, Kiawo, has gone second officer, Kungwo.

Mr. J. Bowman, second officer, Kungwo, is on reserve.

Mr. J. Tolmie, third officer, Cheongshing, has resigned.

Mr. H. J. Cairns, from reserve, has gone third officer, Cheongshing.

Mr. J. D. Palmer, from reserve, has gone third officer, Chaksang.

Mr. R. Clark, from reserve, has gone third engineer officer, Pingwo.

Mr. R. L. Barcus, third engineer officer, Pingwo, has gone third engineer officer, Kwaisang.

Capt. J. B. Bruce of the Ichang, has gone master, Chekiang.

Mr. W. L. Thomas, chief officer, Szechuen, has gone acting master, Ichang.

Mr. F. N. Booth, chief officer, Shengking, has gone chief officer, Szechuen.

Mr. J. R. Forster, second officer, Chenan, has gone chief officer, Shengking.

Mr. R. W. Forster, from reserve, has gone second officer, Chenan.

Mr. R. J. Powrie, from reserve, has gone super-numerary chief officer, Hsin Peking.

Mr. J. S. Anderson, supernumerary second officer, Hsin Peking, is on Home leave.

Mr. J. W. E. Warrior has been appointed supernumerary second officer, Hsin Peking.

Mr. Y. N. Campbell, acting master, Ichang, has gone chief officer, Shuntien.

Mr. J. Atkins, chief officer, Shuntien, has gone supernumerary chief officer, same ship.

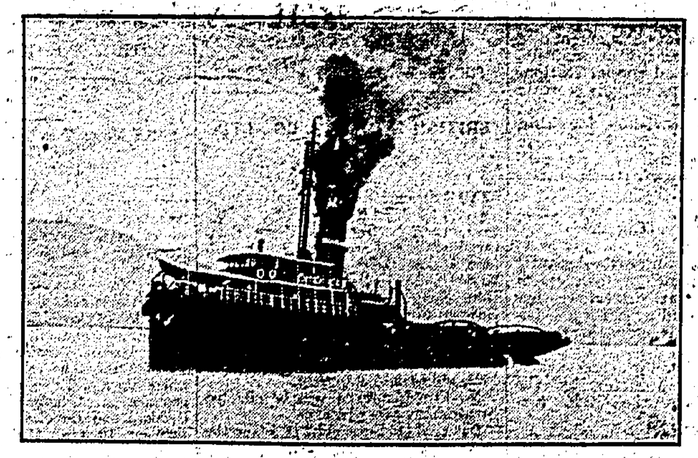
Mr. J. A. Johnson has been appointed second officer, Wuchang.

Mr. J. M. McWilliams, from leave, has gone second officer, Chungkiang.

Mr. G. R. Torrible, second officer, Chungkiang, is on reserve.—*Shipping and Engineering.*

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INDO-CHINA
STEAM NAVIGATION COMPANY, LIMITED.
SAILINGS SUBJECT TO ALTERATIONS

TO	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI ...	"KWAISANG"	Sun., 13th Jan., at 7 a.m.
	"CHAKSANG"	Wed., 16th Jan., at 7 a.m.
	"FOOSHING"	Sun., 20th Jan., at 7 a.m.
	"HOPSANG"	Wed., 23rd Jan., at 7 a.m.
OSAKA via AMOY, S'HAI., MOJI & KOBE ...	"FOOKSANG"	Satur., 12th Jan., at 7 a.m.
OSAKA via AMOY, MOJI & KOBE ...	"YUENSANG"	Satur., 19th Jan., at 7 a.m.
STRAITS & CALCUTTA ..	"KUTSANG"	Satur., 19th Jan., at 3 p.m.
	"SUISANG"	Satur., 26th Jan., at 3 p.m.
SANDAKAN ...	"MAUSANG"	Sun., 13th Jan., at 10 a.m.
	"HINSANG"	Satur., 19th Jan., at 3 p.m.
CANTON ..	"FOOSHING"	Mon., 14th Jan., at 9 p.m.
TIENTSIN ..	"CHEONGSHING"	Tues., 15th Jan., at 3 p.m.

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GLEN LINE.
FARE: HONG KONG TO LONDON £32.
TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Steamship	"GLENSHANE" ...	(via Oran)	6th Feb.
Steamship	"CARDIGANSHIRE"	(via Oran)	6th March
Motor Vessel	"GLENGARRY" ...	(via Oran)	3rd April
Motor Vessel	"GLENSHIEL" ...	(via Oran)	1st May

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

Steamship	"CARDIGANSHIRE"	23rd Jan.
Motor Vessel	"GLENAMOY"	11th Feb.
Motor Vessel	"GLENGARRY"	19th Feb.
Motor Vessel	"GLENAPP" ...	4th March

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FARE FROM HONG KONG TO GENOA:
Cabin class £73. Intermediate class ... £48.
THROUGH BOOKINGS TO LONDON: FARE FROM HONG KONG TO LONDON
Cabin class £80.
NEXT SAILINGS TO EUROPE:—

Pass.	M.S. "FULDA" ...		departure 14th Jan.
Freight	S.S. "Hemscheid" ...		departure 23rd Jan.
Freight	S.S. "Main" ...		departure 30th Jan.
Pass.	S.S. "TRIER" ...	...	departure 8th Feb.
Pass.	S.S. "DERFFLINGER" ...	...	departure 9th Mar.
Freight	S.S. "Roland" ...		departure 19th Mar.

Passenger steamers sailing via Manila and Ports to Genoa, Rotterdam, Hamburg and Bremen.
Freight steamers sailing via Singapore and Ports to Marseilles Rotterdam, Hamburg and Bremen.
◀ Through Bills of Lading issued to all parts of the world. ▶
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Cabin class $75.00. Intermediate class...$45.00.

Pass.	S.S. "TRIER" ...	...	due here 13th/14th Jan.
Freight	S.S. "Lahn"	...	due here 23rd Jan.
Pass.	S.S. "DERFFLINGER" ...	...	due here 10th Feb.
Freight	S.S. "Goettingen" ...	...	due here 28th Feb.
Pass.	S.S. "SAARBRUECKEN" ...		due here 13th Mar.

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DOUGLAS STEAMSHIP CO., LIMITED.
HONG KONG & SOUTH CHINA COAST PORT SERVICE.
REGULAR SERVICE of Fast High Class Coast Steamers. Sailings subject to alteration without notice.
FOR
SWATOW, AMOY & FOOCHOW
AND RETURN
(Occupying 8 to 9 Days)

HAIYANG ...	...	Friday, the 11th Jan., at 1 p.m.
HAICHING ...	...	Tuesday, the 15th Jan., at 2 p.m.
HAINING ...	...	Friday, the 18th Jan., at 3 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
Round Trip Tickets will be issued from Hong Kong to Foochow (Pagoda Anchorage) or *vice-versa* and Return by the same Steamer at the Reduced Rate of $30.00 including Meals while the Steamer is in Port.
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TO VICTORIA AND VANCOUVER

17 Days Hong Kong-Vancouver, 14 Days Shanghai-Vancouver.

11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver.

SAILINGS 1929.

Steamers.	Hong Kong Leave	S'hai. Leave	Kobe Leave	Y'hama. Leave	V'couver Arrive.
EMPRESS OF ASIA	Jan. 23	Jan. 26	Jan. 29	Jan. 31	Feb. 9
EMPRESS OF FRANCE	Feb. 13	Feb. 16	Feb. 19	Feb. 21	Mar. 2
EMPRESS OF RUSSIA	Mar. 6	Mar. 9	Mar. 12	Mar. 14	Mar. 23
EMPRESS OF ASIA	Mar. 20	Mar. 23	Mar. 26	Mar. 28	Apr. 6
EMPRESS OF FRANCE	Apr. 10	Apr. 13	Apr. 16	Apr. 18	Apr. 27
EMPRESS OF RUSSIA	May 1	May 4	May 7	May 9	May 18
EMPRESS OF ASIA	May 15	May 18	May 21	May 23	June 1
EMPRESS OF FRANCE	June 5	June 8	June 11	June 13	June 22
EMPRESS OF RUSSIA	June 26	June 29	July 2	July 4	July 13
EMPRESS OF ASIA	July 10	July 12	July 16	July 18	July 27
EMPRESS OF FRANCE	July 31	Aug. 3	Aug. 6	Aug. 8	Aug. 17

E/Asia and E/Russia call at Nagasaki the day after departu e from Shanghai)

Connecting Canadian Pacific Atlantic sailings from Montreal and Quebec every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

HONG KONG—MANILA SERVICE

Leave Hong Kong	Arrive Manila		Leave Manila	Arrive Hong Kong
Feb. 22	Feb. 24	EMPRESS OF RUSSIA	Mar. 1	Mar. 3
Mar. 8	Mar. 10	EMPRESS OF ASIA	Mar. 15	Mar. 17

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£120, £112, £110, £102, £93; via SAN FRANCISCO, G$440, G$420 via JAPAN and SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu

TENYO MARU Wednesday, 23rd Jan.
KOREA MARU Wednesday, 6th Feb.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM, via Singapore, Penang, Colombo & Suez.

ATSUTA MARU Saturday, 12th Jan.
KASHIMA MARU Saturday, 26th Jan.
HAKONE MARU Saturday, 9th Feb.

SYDNEY & MELBOURNE via Manila & Ports

AKI MARU Wednesday, 23rd Jan.
MISHIMA MARU Wednesday, 20th Feb.

BOMBAY via Singapore, Penang & Colombo.

AWA MARU Saturday, 12th Jan.
† HAKODATE MARU Monday, 28th Jan.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.

ANYO MARU Friday, 1st Feb.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

BINGO MARU Monday, 28th Jan.

NEW YORK via PANAMA.

† TATSUNO MARU Sunday, 27th Jan.
† ATAGO MARU Saturday, 2nd Feb.

LIVERPOOL via Port Said, Genoa & Marseilles

† DURBAN MARU Monday, 21st Jan.

CALCUTTA via Singapore, Penang & Rangoon.

† TOKUSHIMA MARU Tuesday, 22nd Jan.
† BENGAL MARU Wednesday, 30th Jan.

SHANGHAI, KOBE & YOKOHAMA

† PENANG MARU (direct Kobe) ... Sunday, 13th Jan.
KAWACHI MARU (Moji direct) ... Monday, 14th Jan.
† MATSUYE MARU ... Monday, 14th Jan.

† Cargo only.

Reduced 1st Class Excursion Rates quoted between Manila and Australia

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THE STEAMSHIP

"VAN OVERSTRATEN"

Due to sail to SINGAPORE, BELAWAN-DELI and PENANG, on 17th January, 1929, at Noon.

Offers excellent Saloon accommodation.

All lower berths. Doctor carried.
English cuisine. Wireless telegraph.

1st Class Fare to Singapore—$125.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Service to 4 destinations in the Netherlands East Indies and Australia.

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Shipping News

Daily Statement, Waterfront News, Vessels Expected, etc.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS AND THROUGH CARGO VERY GOOD.

HEAVY BRITISH CARRIERS.

The general cargo returns for the 24 hours ended at 9 a.m. yesterday again showed very high totals. Imports were even higher than the previous day's figures, while through cargo was very good. British contributions to both returns were again satisfactory. Eighteen arrivals and twenty departures were shown of which ten arrivals and eleven departures were British.

Sixteen vessels discharged 21,000 tons of general cargo for this port of which nine were British contributing 16,368 tons. The two best returns were from British vessels. The s.s. Puriri arriving from Sourabaya and Samarang discharged 8,900 tons of sugar, and the s.s. Glenogle from Liverpool and Singapore had 2,100 tons of general merchandise.

Through freights amounted to 31,046 tons, and of the thirteen carriers, nine British ships contributed 18,679 tons. The two best carriers, however, were foreign vessels. The s.s. Ouderkerk (Dutch) from Hamburg and Singapore carried 10,000 tons of general merchandise, while the s.s. Kokuruya Maru from Dairen and Tsingtao had 7,416 tons. The best British carrier was the s.s. Glenogle with 6,600 tons.

The arrivals and departures during the 24 hours ended at 9 a.m. yesterday were as follows:—

	Arr.	Dep.
British	10	11
Dutch	2	2
German	1	0
Norwegian	1	0
Japanese	2	3
Chinese	2	3
Danish	0	1
	18	20

DETAILS OF FREIGHTS.

Empress of France (British) arrived from Vancouver and Woosung with 813 tons of lead, flour, barley, milk and salmon for Hong Kong, and 472 tons of flour, apples, salmon, milk, game and general cargo for other ports.

City of Bedford (British) arrived from Newport and Iloilo with 404 tons of general cargo for Hong Kong and 431 tons in transit.

Lycaon (British) arrived from Boston and Manila with 868 tons of general merchandise for this port.

Achilles (British) arrived from Swansea and Singapore with 1,500 tons of general goods for this port, and 6,000 tons for other ports.

Tean (British) arrived from Haiphong and Hoihow with 1,094 tons of general cargo for Hong Kong and 1,056 tons for other ports.

Scheuen (British) arrived from Shanghai and Swatow with 709 tons of merchandise for Hong Kong and 750 tons for other ports.

Glenogle (British) arrived from London and Singapore with 2,100 tons of general cargo for Hong Kong and 6,600 tons for ports beyond the Colony.

Chak Sang (British) arrived from Shanghai and Swatow with 200 tons of general cargo for Hong Kong and 560 tons for other ports.

Kwai Sang (British) arrived from Canton with 982 tons of general goods for other ports.

Puriri (British) arrived from Sourabaya and Samarang with 8,900 tons of general merchandise for Hong Kong and 1,800 tons for through ports.

Van Osterila (Dutch) arrived from Belwan, Deli and Singapore with 623 tons of general merchandise for this port and 941 tons for other ports.

Ouderkerk (Dutch) arrived from Hamburg and Manila with 400 tons for Hong Kong and 10,000 tons for through ports.

Emil Kidorf (German) arrived from Hamburg and Singapore with 2,060 tons of general goods for Hong Kong and 4,010 tons for through ports.

Vav (Norwegian) arrived from Bangkok with 1,400 tons of rice and meal, 20 tons of general goods, and 571 tons of teakwood for Hong Kong.

Deli Maru (Japanese) arrived from Takao and Canton with 500 cases of alcohol and 1 packet of sundries for Hong Kong.

Kokuryu Maru (Japanese) arrived from Dairen and Tsingtao with 7,416 tons of general goods for other ports.

DAILY WATERFRONT NEWS.

S.S. DARCOILA SAILS

WITH A NEW SKIPPER.

[BY LONGSHOREMAN.]

The s.s. Darcoila, whose crew figured prominently at the Marine Court some time ago owing to the alleged disobedience of the British hands, sailed on Wednesday afternoon at 4 for Saigon. Capt. Robert David Cooper was in command, having taken over owing to the illness of the previous master, Capt. John Ferguson. The vessel sailed with a Chinese crew.

We understand that the solicitor appearing for the prosecution in the aforementioned case will appear at the Harbour Office this morning and apply for the withdrawal of the charges against the British crew, which were remanded *sine die* at the previous hearing. The crew are staying at the Seamen's Institute awaiting repatriation.

Three Deaths On Dutch Steamer.

The Master of the s.s. Van Osterila (Dutch) arriving from Belwan, Deli and Singapore reports that three deaths occurred during the voyage.

S.S. Yuet On Arrives.

The s.s. Yuet On engaged on the Kongmoon river service arrived in port yesterday appearing none the worse for her double grounding on the Wangmoon Bar. The Master reports that the vessel was carrying full cargo at the time and a very difficult passage is the experience of all river vessels on the Kongmoon service owing to the low water. The damage sustained when a British gunboat collided with her whilst she was aground on the Bar was very slight and was repaired immediately.

Lungshan Comes Out Of Dock.

The Canton river steamer Lungshan left the Kowloon Docks yesterday morning and sailed last night at 10 p.m. for Canton. The s.s. Charles Hardouin was towed to the Kowloon Docks yesterday afternoon for overhaul, and the s.s. Tai Hing was taken in hand at the Kwong Tak Cheong Shipyards for overhaul.

New Skipper For Kwong Fook Cheong.

Mr. W. Perrett, has been appointed master of the Kongmoon river steamer Kwong Fook Cheong, vice Mr. Gillespie.

VESSELS EXPECTED.

American Mail Line.

President Jefferson, Jan. 14th.
President McKinley, Jan. 14th.
President Grant, Jan. 18th.

Australian-Oriental Line.

Changte, Feb. 8th.
Taiping, March 8th.

Bank Line.

Automedon, Jan. 18th.
City of Pekin, Jan. 23rd.
Poleric, Feb. 1st.
City of Khartoun, Feb. 11th.
City of Delhi, March 11th.

Blue Funnel Line.

Eumaeus, to-morrow.
Ningchow, Jan. 14th.
Tydeus, Jan. 20th.
Aeneas, Jan. 22nd.
Talthybius, Jan. 24th.
Dolius, Jan. 28th.
Ixion, Jan. 29th.
Kremun, Jan. 31st.
Calchas, Feb. 3rd.
Philoctetes, Feb. 5th.
Patroclus, Feb. 7th.
Autolycus, Feb. 8th.
Demodocus, Feb. 19th.
Bellerophon, Feb. 20th.
Sarpedon, Feb. 20th.
Euryades, Feb. 24th.
Troilus, Feb. 24th.
Tyndareus, Feb. 24th.
Menelaus, March 3rd.
Agapenor, March 5th.
Antenor, March 7th.
Meriones, March 14th.
Protesilaus, March 19th.
Ajax, March 27th.
Oanfa, March 28th.
Pyrrhus, April 2nd.
Hector, April 4th.
Laomedon, April 5th.

British-India and Apcar Line

Tilawa, Jan. 13th.
Takliwa, Jan. 17th.
Takada, Jan. 26th.
Santhia, Jan. 27th.
Talamba, Feb. 6th.
Talma, Feb. 16th.

Canadian Pacific Line.

Empress of Australia, Feb. 13th.

Dollar S.S. Line.

President Von Buren, to-morrow.

Eastern and Australian Lines.

Tanda, Feb. 4th.
St. Albans, March 4th.

East Asiatic Co., Copenhagen (John Manners & Co., Agents).

Siam, Jan. 20th.
Java, Jan. 28th.
Australien, Feb. 11th.
Danmark, Feb. 15th.
Chile, Feb. 23rd.

Glen Line.

Cardiganshire, Jan. 21st.
Glenshane, Feb. 6th.
Glenamoy, Feb. 11th.
Glengarry, Feb. 18th.
Glenapp, March 4th.

Hamburg-Amerika Linie.

Havelland, Jan. 22nd.
Oldenburg, Jan. 25th.
Havenstein, Feb. 6th.
Ermland, Feb. 18th.
Leverkusen, March 4th.
Burgenland, March 18th.

Java-China-Japan Lijn

Tjitaroem, to-day.
Tjikembang, Jan. 14th.
Tjimanoek, Jan. 14th.
Tjikarang, Jan. 16th.
Tjileboet, Jan. 23rd.
Tjisaroea, Jan. 26th.
Tjisalak, Jan. 28th.

ASIATIC DECK PASSENGERS.

Four vessels brought 207 Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

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"LEVERNBANK" via Suez Canal 11th January
"ELMBANK" via Suez Canal 15th February

MAURITIUS & SOUTH AFRICA ORIENTAL AFRICAN LINE

Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilimaine, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

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PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

Steamship	Tons.	From Hongkong (about)	Destination
"KALYAN"	9,144	19th Jan., Noon	Mars., Casablanca, L'don. & Hull.
*"ALIPORE"	5,273	24th Jan.	Straits, Colombo & Bombay.
"MOREA"	10,953	2nd Feb.	Bombay, Marseilles and London.
*"KIDDERPORE"	5,334	7th Feb.	Straits, Colombo & Bombay.
"KASHGAR"	9,005	16th Feb.	Marseilles, Casablanca, London and Hull.
"MACEDONIA"	11,120	2nd Mar.	Marseilles and London
*"PADUA"	5,907	9th Mar.	Mars., L'don., A'werp., R'dm., H'bg.
"KHIVA"	9,135	16th Mar.	Marseilles, London and Hull.
"KHYBER"	9,114	23rd Mar.	do.
"MALWA"	10,980	30th Mar.	Marseilles & London.
"NALDERA"	16,088	13th Apr.	S'bay., Mars., & London.
"KARMALA"	9,123	20th Apr.	Marseilles and London.
"MANTUA"	10,94-	27th Apr.	Bombay, Marseilles and London
"KASHMIR"	8,585	11th May	Marseilles, London and Hull.
"MOREA"	10,953	25th May	Bombay, Marseilles and London
"KALYAN"	9,144	8th June	Marseilles and London.
"RAJPUTANA"	16,588	22nd June	Bombay, Marseilles & L'don.

*Cargo only.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA—APCAR SAILINGS

"SIRDHANA"	7,745	16th Jan.	Singapore, Penang & Calcutta
"SANTHIA"	7,754	29th Jan.	do.
"TILAWA"	10,006	8th Feb.	do.
"TAKLIWA"	7,936	13th Feb.	do.
"TAKADA"	6,949	18th Feb.	do.
"TALAMBA"	8,018	7th Mar.	do.

B.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

"ARAFURA"	6,000	1st Feb.	Manila, Sandakan, Thursday Island, Townsville, Brisbane Sydney and Melbourne.
"TANDA"	6,956	1st Mar.	
"ST. ALBANS"	4,500	30th Mar.	

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia.
The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu, Kolambugan, Tawao, Timor, Darwin, or other ports en route as inducement offers.
Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"TILAWA"	10,006	14th Jan.	Amoy, S'hai., Moji, Kobe & Osaka
"KASHGAR"	9,005	18th Jan.	S'hai., Moji, Kobe & Yokohama.
"TAKLIWA"	7,936	20th Jan.	Amoy, Moji, Kobe & Osaka.
*"PADUA"	5,907	24th Jan.	S'hai., Moji, Kobe & Y'hama.
"TAKADA"	6,949	28th Jan.	Amoy, Moji, Kobe & Osaka
"MACEDONIA"	11,120	1st Feb.	S'hai., Moji, Kobe & Yokohama.
"TANDA"	6,956	5th Feb.	Moji, Kobe, Osaka & Y'hama.
"TALAMBA"	8,018	8th Feb.	Amoy, Moji, Kobe Y'hama & Osaka.
"KHIVA"	9,135	15th Feb.	S'hai., Moji, Kobe & Yokohama.
"TALMA"	10,000	18th Feb.	Amoy, S'hai., Moji, Kobe & Osaka
"MALWA"	10,986	1st Mar.	S'hai., Moji, Kobe & Yokohama.
*"NAGPORE"	5,283	4th Mar.	S'hai., Moji, Kobe & Yokohama.
"ST. ALBANS"	4,500	5th Mar.	Moji, Kobe, Osaka & Yokohama.
"KHYBER"	9,114	8th Mar.	Shanghai.
"NALDERA"	16,088	15th Mar.	Shanghai, Kobe & Yokohama
*"LAHORE"	5,253	25th Mar.	S'hai., Moji, Kobe & Yokohama.
"KARMALA"	9,123	22nd Mar.	S'hai., Moji, Kobe & Yokohama.
"MANTUA"	10,946	29th Mar.	S'hai., Moji, Kobe & Yokohama.
"ARAFURA"	6,000	9th Apr.	Moji, Kobe, Osaka & Yokohama.
*"JEYPORE"	5,318	11th Apr.	S'hai., Moji, Kobe & Yokohama.
"KASHMIR"	8,985	12th Apr.	S'hai., Moji, Kobe & Yokohama.
"MOREA"	10,953	26th Apr.	S'hai., Moji, Kobe & Yokohama.
"TANDA"	6,958	7th May	Moji, Kobe, Osaka & Yokohama.
"KALYAN"	9,144	10th May	S'hai., Moji, Kobe & Yokohama.
"RAJPUTANA"	16,563	24th May	Shanghai, Kobe & Yokohama.

* Cargo only

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

P. & O. Building, Connaught Road Central, HONG KONG. Agents. [1

THE SWEDISH EAST ASIATIC COMPANY, LIMITED.

SERVICE OF FAST MOTOR VESSELS

LOADING DIRECT FOR

ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN, OSLO AND GOTHENBURG.

	Loading about
m.v. "CEYLON"	8th February
m.v. "NIPPON"	7th March

FOR SHANGHAI, JAPAN AND VLADIVOSTOCK.

	Loading about
m.v. "NIPPON"	31st January

For further particulars, apply to the Agents—

GILMAN & CO., LTD., Hong Kong. G. E. HUYGEN, Canton.

POST OFFICE NOTICE.

INWARD MAILS.

From	Per	Due
Straits	*Fooksang*	11th Jan.
Japan, Shanghai & Europe via Siberia (London, 22nd Dec., 1928)	*Atsuta Maru* ...	11th Jan.
U.S.A., Honolulu, Japan & Shanghai..	*Pres. Van Buren* ..	12th Jan.
Shanghai & Swatow	*Sinkiang* ...	12th Jan.
Europe via Negapatam (Letters and Papers) London, 13th Dec. 1928 ...	*Tilawa*	13th Jan.
Straits & London parcel mail (London, 22nd Nov.)	*Ningchow* ..	14th Jan.
U.S.A., Honolulu, Japan & Shanghai..	*Pres. Jefferson* ...	14th Jan.
Manila	*Pres. McKinley* ..	14th Jan.
Saigon	*Sphinx*	15th Jan.
Shanghai	*Africa II*	15th Jan.
Australia and Manila	*Mishima Maru* ..	17th Jan.
U.S.A., Canada, Japan & Shanghai ..	*Pres. Grant* ...	18th Jan.
Straits	*Yoshimi Maru* ..	20th Jan.

OUTWARD MAILS.

For	Per	Date & Time
Shanghai	*Emil Kirdorf* ...	Friday, 11th.
Swatow, Amoy and Foochow	*Haisang*	10.30 A M
Amoy	*Fook Sang*	Noon
		5.00 P M
		Kowloon P.O.
		Reg. 4.30 P M.
Straits, Ceylon, India, Mauritius, E. & S. Africa; Egypt & EUROPE via Marseilles—due Marseilles, 10th Feb.,	*Atsuta Maru* ...	Let., 12th, 9.00 A M
		G.P.O.
		Reg., 12th, 8.45 A M
		Letters 9.30 A M
Haiphong	*Song Ea*	Saturday, 12th.
Cebu	*Kumaeua*	8.30 A M
Straits and Calcutta	*Kutsang* ...	10.30 A M.
		Parcels Noon
Manila	*Pres. Van Buren*...	Letters 1.00 P M
Shanghai, Wei Hai Wei, Dalny & Europe via Siberia	*Kamakura*	5.00 P M
		6.00 P M
Sandakan	*Mausang*	Sunday, 13th,
Bangkok via Swatow	*Kiangsu* ...	8.20 A M
Swatow, Amoy and Formosa	*Hosan Maru* ...	9.00 A M
		9.00 A M
Shanghai, Japan, Honolulu, U.S.A., Canada, C. & S. America, & *EUROPE via San Francisco—due San Francisco, 6th Feb., & Europe via Siberia	*Pres. McKinley*	Monday, 14th, Parcels 5.00 P M Reg., 15th, 9.45 A M Letters 10.30 A M
Hoihow, Pakhoi and Haiphong	*Tean*	Tuesday, 15th, 8.30 A M
Swatow, Amoy and Foochow	*Hai Ching* .	1.00 P M
Amoy	*Sinkiang*	1.00 P M
		Kowloon P.O.
Saigon, *Straits, Ceylon, India, Mauritius, East & South Africa, Aden, Egypt & Europe via Marseilles—due Marseilles, 15th February	*Africa II* ...	Reg. 1.00 P M Letters 1.00 P M
		G.P.O.
		Reg. 1.45 P M Letters 2.30 P M
Shanghai and Japan	*Sphinx*	1.30 P M
Manila	*Pres. Jefferson* ...	4.30 P M
Swatow	*Chak Sang* ..	5.00 P M
Shanghai & EUROPE via Siberia... ..	*Hupeh*	Wednesday, 16th, 1.30 P M
		Thursday, 17th, 1.30 P M
Amoy	*Chinkiang* ...	Friday, 18th.
Japan	*Mishima Maru* ..	9.30 A M
Hoihow	*Kiangchow* ...	9.30 A M
Swatow, Amoy and Foochow	*Hai Ning* ...	2.00 P M
		Kowloon P.O.
		Parcels 4.30 P M
		Reg., 19th, 9.00 A M
Straits, Ceylon, India, Mauritius, East & South Africa, Aden, Egypt & Europe via Marseilles—due Marseilles, 16th February	*Kolyan*	Letters 10.00 A M
		G.P.O.
		Par., 18th, 5.00 P M
		Reg. 19th, 9.45 A M
		Letters 10.30 A M

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE.

"AENEAS" 22nd Jan., Mars., L'don., R'dam. & Glasgow.
"PHILOCTETES" 5th Feb., Mars., Casablanca, L'don., R'dam. & Hamburg.
*"SARPEDON" 20th Feb., Mars., L'don., R'dam. & Glasgow.

LIVERPOOL SERVICE.

"TYDEUS" 20th Jan., Genoa, Havre, Liverpool & Glasgow.
"BELEROPHON" 20th Feb., Genoa, Havre, Liverpool & Glasgow.

PACIFIC SERVICE.

(via KOBE & YOKOHAMA)
"TALTHYBIUS" 24th Jan., Victoria, Vancouver & Seattle.
"IXION" 14th Feb., Victoria, Vancouver & Seattle.

NEW YORK SERVICE.

"EUMAEUS" 12th Jan., New York, Boston & Baltimore.
"AUTOLYCUS" 8th Feb., New York, Boston & Baltimore.

INWARD SERVICE.

"NINGCHOW." 15th Jan., Shanghai, Moji, Kobe & Y'hama.
"AUTOMEDON" 18th Jan., Shanghai, Moji, Kobe & Y'hama.

PASSENGER SERVICE.

"AENEAS" 22nd Jan., Singapore, Marseilles & London.
*"SARPEDON" 20th Feb., Singapore, Marseilles & London.
* Sails at Daylight.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage rates, and information apply to:—

Butterfield & Swire,
Agents. [6

HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorised Capital$50,000,000
Issued and Fully Paid-up ...$20,000,000
Reserve Funds:—
Sterling£8,000,000
Silver$14,000,000.

Reserve Liability of Proprietors$20,000,000

HEAD OFFICE: HONG KONG.

Court of Directors:
A. H. COMPTON, Esq., Chairman.
N. S. BROWN, Esq., Deputy Chairman.
B. D. F. Beith, Esq. — C. G. S. Mackie, Esq.
W. H. Bell, Esq. — W. L. Pattenden, Esq.
B. Lander Lewis, Esq. — J. A. Plummer, Esq.
T. G. Weall, Esq.
H. P. White, Esq.
Chief Manager:
Hon. Mr. A. G. HYNES.

BRANCHES:—

Amoy	Iloilo	Peking
Bangkok	Ipoh	Penang
Batavia	Johore	Rangoon
Bombay	Kobe	Saigon
Calcutta	Kowloon	San Francisco
Canton	Kuala Lumpur	Shanghai
Chefoo	Kuala Pilah	Singapore
Colombo	London	Sourabaya
Dairen	Lyons	Sungei Patani
Foochow	Malacca	Tientsin
Haiphong	Manila	Tokyo
Hamburg	Moukden	Tsingtao
Hankow	Nagasaki	Yokohama
Harbin	New York	
Hongkew		

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in LOCAL CURRENCY and STERLING on terms which will be quoted on application.
Hong Kong, 8th Jan., 1929. [26

HONG KONG SAVINGS BANKS.

THE Business of the above Bank is conducted by the HONG KONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
For the HONG KONG & SHANGHAI BANKING CORPORATION,
A. G. HYNES,
Chief Manager.
Hong Kong, 13th Sept., 1927. [8

EQUITABLE EASTERN BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS
U.S. $3,500,000.00

HEAD OFFICE:
37, WALL STREET, NEW YORK.

An American Bank offering complete Foreign Banking Service in the principal Markets of the world.
Interest Allowed on all Deposits.
Rates on Application.

A Subsidiary of
THE EQUITABLE TRUST COMPANY OF NEW YORK.
Total Resources in excess of U.S. $537,000,000.00.
D. M. BIGGAR,
26] Manager.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY.)

BANKERS

ESTABLISHED 1824.

HONG KONG OFFICE: 11, QUEEN'S ROAD, CENTRAL.

Authorised Capital...Guilders 150,000,000- (£12,500,000.)
Paid-Up Capital.....Guilders 80,000,000- (£6,666,670.)
Reserve Fund.....Guilders 40,000,000- (£3,333,333.)

Head Office—AMSTERDAM.*
Eastern Head Office:—BATAVIA.

BRANCHES—Bandjermasin, Bandoeng*, Bombay, Calcutta, Cheribon, Jiddah, Djember, Djokjakarta*, The Hague*, Kobe, Kota-Radja, Makassar, Medan, Padang, Palembang, Pekalongan, Penang, Pontianak, Rangoon, Rotterdam*, Samarang*, Shanghai, Sibolga (Sumatra), Singapore, Soembawa, Sourabaya (Sole), Tegal, Tjilatjap and Westervelden*.

*These offices keep Safe Deposit Boxes To Let.

London Bankers:—National Provincial Bank, Ltd.

Correspondents all over the world.
Banking Business of every description transacted.
O. STEENSTRA,
Manager.
Hong Kong, 30th Aug., 1928. [34

THE YOKOHAMA SPECIE BANK LIMITED.

Capital fully paid up ...Yen 100,000,000
Reserve Fund..... Yen 102,500,000

HEAD OFFICE: YOKOHAMA.

BRANCHES AND AGENCIES AT:

Alexandria	Honolulu	Rangoon
Batavia	Kai Yuen	Saigon
Bombay	Karachi	Soerabaya
Buenos Ayres	Kobe	San Francisco
	London	Seattle
Calcutta	Lyons	Semarang
Canton	Los Angeles	Shanghai
Changchun	Manila	Singapore
Dairen (Dalny)	Nagoya	Shimonoseki
Fengtien (Mukden)	Newchwang	Sydney
	Osaka	Tientsin
Hamburg	New York	Tokyo
Hankow	Peking	Tsinanfu
Harbin	Rio de Janeiro	Tsingtau
Hong Kong		
Vladivostock (Temporarily closed)		

Interest allowed on Current Accounts. Deposits received for Fixed Periods at rates to be obtained on application.
H. MORI, Manager.
Hong Kong, 11th Sept., 1928. [35

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE: LONDON.

Paid-up Capital£3,000,000
Reserve Fund£4,000,000
Reserve Liability of Proprietors£3,000,000

AGENCIES AND BRANCHES:

ALOR STAR (Malay States)	HONG KONG	TONGKAH (Ebukit)
AMRITSAR	ILOILO	RANGOON
BANGKOK	IPOH	SAIGON
BATAVIA	KARACHI	SEMARANG
BOMBAY	KLANG	SHANGHAI
CALCUTTA	KOBE	SHERMAN
CARLTON	KUALA KANGSAR	SINGAPORE
CAWNPORE	KUALA LUMPUR	SOURABAYA
CEBU	KUCHING	TAIPING
CODOMBO	MADRAS	TAVOY
DAIREN	MANILA	TIENTSIN
DELHI	MEDAN	TOKIO
HAIPHONG	NEW YORK	TSINGTAO
HAMBURG	PEKING	YOKOHAMA
HANKOW	PENANG	ZAMBOANGA (Philippine Islands).
HARBIN (North Manchuria)	PESHAWAR	

FOREIGN EXCHANGE and General Banking Business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.
A. H. FERGUSON,
Manager.
Hong Kong, 9th Jan., 1929. [20

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE.
(Incorporated in France).

Prince's Building, Chater Road, Victoria, Hong Kong.
HEAD OFFICE:
74, Rue St. Lazare, Paris.

Capital, fully paid up..... Frs. 50,000,000
Special Working Capital Frs. 50,000,000
Reserves Frs. 22,319,000

BRANCHES:

Paris	Lyons	Marseilles
Saigon	Haiphong	Hanoi
Tourane	Quinhon	Hue
Thanh-hoa	Vinh	Pnom Penh
Peking	Shanghai	Tientsin
	Hong Kong	

BANKERS:
France: Société Générale, Banque Nationale de Crédit, Banque de Paris et des Pays Bas.
London: Midland Bank, Ltd.
New York: American Exchange Irving Trust Co., Banca Commerciale Italiana.
San Francisco: Bank of Italy

Every description of Banking and Exchange Business transacted.
Correspondents throughout the World.
L. BERNIS,
Manager.
Hong Kong, 6th Aug., 1928.

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital£3,000,000
Subscribed Capital£1,800,000
Paid-up Capital£1,050,000
Reserve Fund and Rest.... ...£1,594,846

BANKERS:
THE BANK OF ENGLAND and MIDLAND BANK, LTD.

BRANCHES:

Bangkok	Ipoh	New York
Batavia	Kandy	Penang
Bombay	Karachi	Port Louis
Calcutta	Kota Bharu	(Mauritius)
Colombo	Kuala Lumpur	Rangoon
Delhi	Kuantan	Shanghai
Galle	(Pahang)	Simla
Hong Kong	Madras	Singapore
Howrah		Sourabaya

HONG KONG BRANCHES:
Every description of Banking and Exchange Business transacted.
INTEREST allowed on Current Accounts and Fixed Deposits at Rates that may be ascertained on application.
C. L. C. SANDES, Manager.
7, Queen's Road Central.
Hong Kong, 1st Sept., 1923. [29

THE BANK OF CHINA.
中國銀行

(Special authorised by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

AUTHORIZED CAPITAL $50,000,000.00
PAID-UP CAPITAL 19,760,200.00
RESERVE FUND 9,864,396.89

Head Office:—PEKING
Hong Kong Branch:—4, QUEEN'S ROAD CENTRAL.
Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.
London Bankers:—THE GUARANTY TRUST CO. OF NEW YORK, THE NATIONAL PROVINCIAL BANK, Ltd.
New York Bankers:—THE EQUITABLE EASTERN BANKING CORPORATION, THE IRVING BANK-COLUMBIA TRUST CO.
Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking Business transacted.
Loans granted on Approved Securities.
Special facilities for domestic exchange.
SHOU-J. CHEN,
Manager.
Hong Kong, 29th June, 1927. [36 37]

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Gold Flake

CIGARETTES

Packed in hermetically sealed tins of 50 and moisture proof packets of 10.



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BANQUE DE L'INDO-CHINE.
Head Office:
96, Boulevard Haussmann, Paris.

Subscribed Capital..Frs.72,000,000.00
Paid-up Capital ...Frs.68,400,000.00
Reserve Fund Frs.102,000,000.00

BRANCHES:

Bangkok	Hong Kong	Quinhon
Battambang	Mengtze	Saigon
Cantho	Nam-Dinh	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Fort Bayard	Peking	Tourane
Haiphong	Pnom-Penh	Vinh
Hankow	Pondicherry	Yunnanfou
Hanoi		

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industrial et Commercial; Société Générale.
IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.; French-American Banking Corporation; Guaranty Trusty Co., of New York.
Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of Banking and Exchange Business transacted.
Safe Deposit Boxes to let.
A. LECOT,
Manager.
Hong Kong, 29th November, 1928. [32

THE BANK OF CANTON, LTD.

HEAD OFFICE: HONG KONG.

Hong Kong Currency
AUTHORIZED CAPITAL ..$11,000,000
PAID-UP CAPITAL 8,664,200
RESERVE FUND 850,000

Branches:—
CANTON, SHANGHAI, HANKOW, SWATOW, BANGKOK, NEW YORK and SAN FRANCISCO.

London Bankers:—
THE LLOYDS BANK, LTD.

Correspondents
all Principal Cities of the World.

Foreign Exchange and Banking Business of every description transacted.
Safe Deposit Boxes (various sizes) at a Yearly Rental of from $5 to $60.
LOOK POONG SHAN,
Manager.

P. & O. BANKING CORPORATION, LIMITED.

PAID UP CAPITAL£2,594,166
RESERVE FUND £180,000
HEAD OFFICE:
122, Leadenhall Street, London, E.C. 3.

The Corporation undertakes General Banking and Exchange Business of every description and in addition to its Branches has Agencies in all the principal towns of the World.
C. CHAMPKIN, Manager.
Prince's Building, Chater Road, 36] Hong Kong.

To the Publishers
"HONG KONG WEEKLY PRESS"
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January 10th, 1929.

ON LONDON.—	
Telegraphic Transfer	2/0⅛
Bank Bills, on demand	2/0 5/16
Bank Bills, at 30 days' sight	—
Bank Bills, at 4 months' sight	2/0⅛
Credits, at 4 months' sight	2/1⅛
Documentary Bills, 4 months' sight ...	2/1⅛
ON PARIS.—	
Bank Bills, on demand ...	1.25⅞
Credits, 4 months' sight ...	1.23⅞
ON NEW YORK.—	
Bank Bills, on demand ...	49⅛
Credits, at 60 days' sight...	50⅛
ON BOMBAY.—	
Telegraphic Transfer ...	134⅛
Bank Bills, on demand...	
ON CALCUTTA.—	
Telegraphic Transfer ...	134⅛
Bank Bills, on demand...	
ON SHANGHAI.—	
Bank Bills, at sight ...	78⅛
Private, 30 days' sight, ...	—
ON YOKOHAMA.—On demand...	107
ON MANILA.—On demand ...	98⅛
ON SINGAPORE.—On demand...	87⅛
ON BATAVIA.—On demand ...	122⅛
ON HAIPHONG.—On demand ...	—
ON SAIGON.—On demand ...	nom.
ON BANGKOK.—On demand ...	82⅛
SOVEREIGN, Bank's Buying rate	$9.55
GOLD LEAF, 100 fine, per tael...	—
BAR SILVER, per oz.	26⅜

American Express Travelers Cheques

Definition of TRAVELLERS' CHEQUES—
"The system of Travellers' Cheques was originated in 1891 by the American Express Company with the object of creating a form of travel currency which would give the holder the security of a letter of credit and at the same time the convenience of local currency. The Company registered the cheques under the trade name of 'AMERICAN EXPRESS TRAVELERS' CHEQUES' the word 'Travellers' being spelled with one "l". The advantage of the Cheques was so apparent that other banking institutions adopted the system."
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THE AMERICAN EXPRESS Co., Inc.
4, DES VOEUX ROAD, CENTRAL, HONG KONG.

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